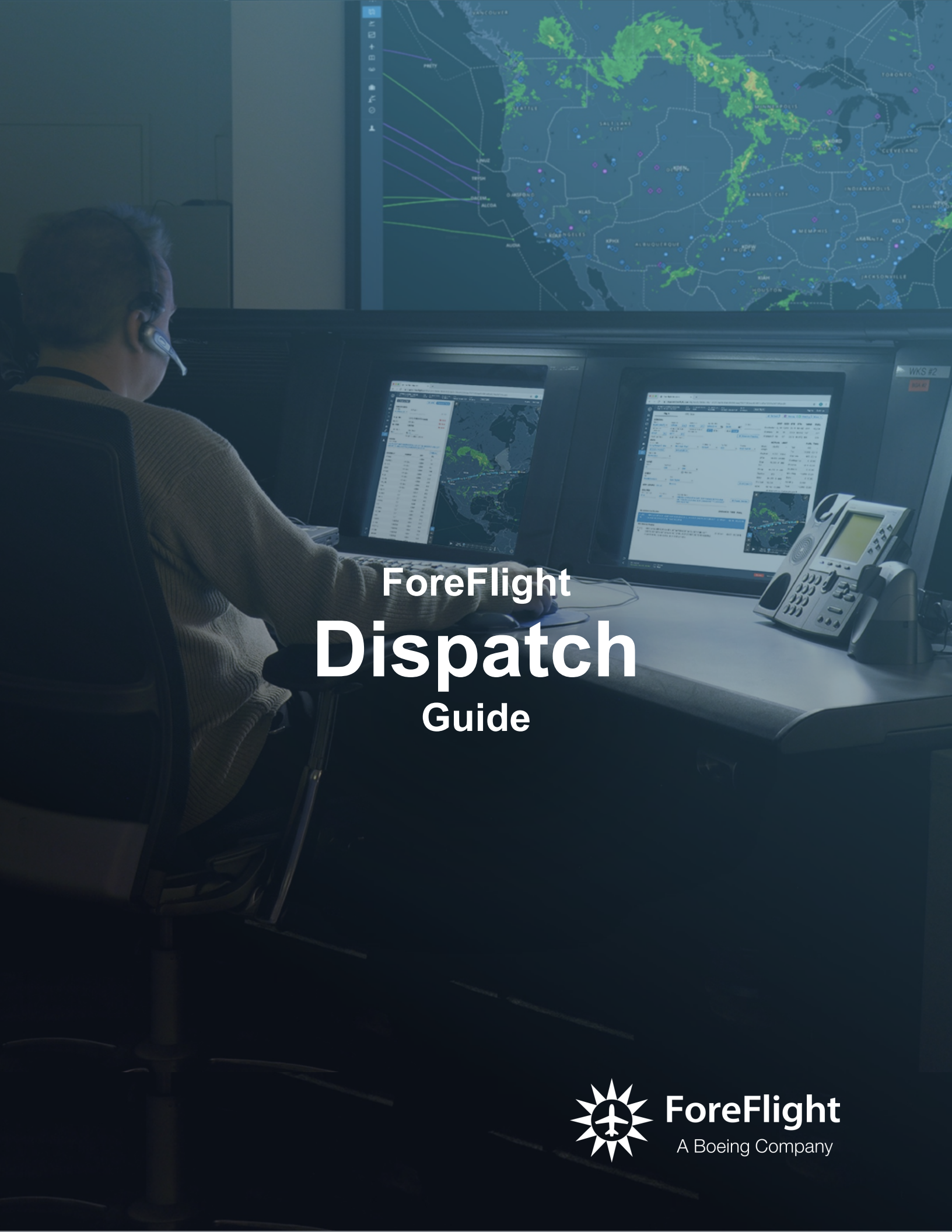




ForeFlight Dispatch Guide



ForeFlight
A Boeing Company

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DEFINITIONS

Abbreviation	Definition
ACK	Indicates the flight plan has been acknowledged by ATC.
AEO	All Engines Operating
AFTN	Aeronautical Fixed Telecommunications Network
AGL	Above Ground Level
AIRMET	Airman's Meteorological Information
ALTRV	Altitude Reservation
API	Application Programming Interface
APU	Auxiliary Power Unit
ARTCC	Air Route Traffic Control Center
ATC	Air Traffic Control
ATFM	Air Traffic Flow Management
ATFMX	Exempt from Air Traffic Flow Management
ASDA	Accelerate Stop Distance Available
ATR	Automatic Thrust Reverse
AUS	Australian Organized Track System
CA	Cabin Attendant
CASA	Civil Aviation Safety Authority (Australia)
CBP	Customs and Border Protection
CDR	Coded Departure Routes
CDT	Central Daylight Time
CEST	Central European Summer Time
CHG	Change (Related to change messages for flight plans)
CNL	Cancel
CONUS	Contiguous United States
CSV	Comma Separated Value
CTOT	Calculated Take Off Time



DEFINITIONS

Abbreviation	Definition
DEP	Departure
DES	De-suspension
DEST	Destination
DLA	Delay
EAPIS	Electronic Advanced Passenger Information System
EASA	European Union Aviation Safety Agency
EDCT	Expect Departure Clearance Time
EDT	Eastern Daylight Time
EOBT	Estimated Off-Block Time
EOP	Engine Out Procedure
ETA	Estimated Time of Arrival
ETD	Estimated Time of Departure
ETE	Estimated Time En Route
ETOPS	Extended-Range Twin-Engine Operational Performance Standards
ETP	Equal Time Point
FAA	Federal Aviation Administration
FBO	Fixed-Base Operator
FFR	Fire Fighting
FIR	Flight Information Region
FL	Flight Level
FLS	Flight Plan Suspension
FLTCK	Flight Check
FMS	Flight Management System
FPL	Flight Plan
FUA	Flexible Use of Airspace
GCD	Great Circle Distance
GFS	Global Forecast System



DEFINITIONS

Abbreviation	Definition
GMT	Greenwich Mean Time
H	Headwind
HEAD	Head of State
HOSP	Medical Flight
HTTP	Hypertext Transfer Protocol
HUM	Humanitarian Flight
IAP	Instrument Approach Procedure
ICAO	International Civil Aviation Organization
IFR	Instrument Flight Rules
ILS	Instrument Landing System
ISA	International Standard Atmosphere
JAM	Jeppesen Airway Manual
JSON	JavaScript Object Notation
LOC	Localizer
LW	Landing Weight
MARSA	Military Assumes Responsibility for Separation of Aircraft
MEDEVAC	Life-Critical Medical Flight
METAR	Meteorological Terminal Air Report
MPH	Miles Per Hour
MSL	Mean Sea Level
MTOW	Maximum Takeoff Weight
NAT	North Atlantic Track System
NCAR	National Center for Atmospheric Research
NOAA	National Oceanic and Atmospheric Administration
NOTAM	Notice to Airmen
OEI	One Engine Inoperative
OEM	Original Equipment Manufacturer



DEFINITIONS

Abbreviation	Definition
PAC	Pacific Organized Track System
PDC	Pre-Departure Clearance
PDF	Portable Document Format
PIC	Pilot In Command
PSR	Point of Safe Return
RAD	Eurocontrol Route Availability Document
RAIM	Receiver Autonomous Integrity Monitoring
RCF	Reduced Contingency Fuel
REG	Registration
REJ	Rejection
RNAV	Area Navigation
RPT	Regular Public Transport
RQP	Requesting the Flight Plan
RQS	Requesting Supplementary
RVSM	Reduced Vertical Separation Minimum
RWA	Runway Analysis
SAM	Slot Allocation Message
SAR	Search and Rescue
SETOP	Single Engine Turbine Operation
SIC	Second In Command
SID	Standard Instrument Departure
SIGMET	Significant Meteorological Information
SLC	Slot Cancellation Method
SPL	Supplementary
SRD	Standard Route Document
SRM	Slot Revision Message
STAR	Standard Arrival Route



DEFINITIONS

Abbreviation	Definition
T	Tailwind
TAF	Terminal Area Forecast
TEC	Tower En Route Control
TFR	Temporary Flight Restrictions
TODA	Take Off Distance Available
TORA	Take Off Run Available
TOW	Takeoff Weight
UIR	Upper Information Region
UNK	Unknown
US	United States
VFR	Visual Flight Rules
WX	Weather
YFR	A flight that will begin as IFR and will then change to VFR at some point
ZFR	A flight that will begin as VFR and will then change to IFR at some point.
ZFW	Zero Fuel Weight



INTRODUCTION

This guide covers the use and functions of ForeFlight Dispatch. ForeFlight Dispatch is a premium add-on component of ForeFlight Web. Dispatch offers schedule-to-mobile flight planning for flight departments of any size.

Dispatch keeps your entire operation in sync by providing a centralized list of flights that are visible to everyone. The centralized Flight Status view with integrated ATC messaging provides quick access to File, Delay, and Cancel flights. Pilots using Dispatch can see flights assigned to them both on the web and their mobile device.

Dispatch integrates crew assignment and mobile flight releases into its flight planning workflow. Flight planners can release flight plans directly to assigned crew members' iPads and iPhones before departure. Flight plans and documents sync automatically to the assigned crew member's device.

Dispatch's built-in **API** allows ForeFlight to integrate with scheduling software, flight service providers, and other systems to enhance your entire operation. Learn more about Dispatch's API by visiting www.foreflight.com/products/dispatch/integrations/

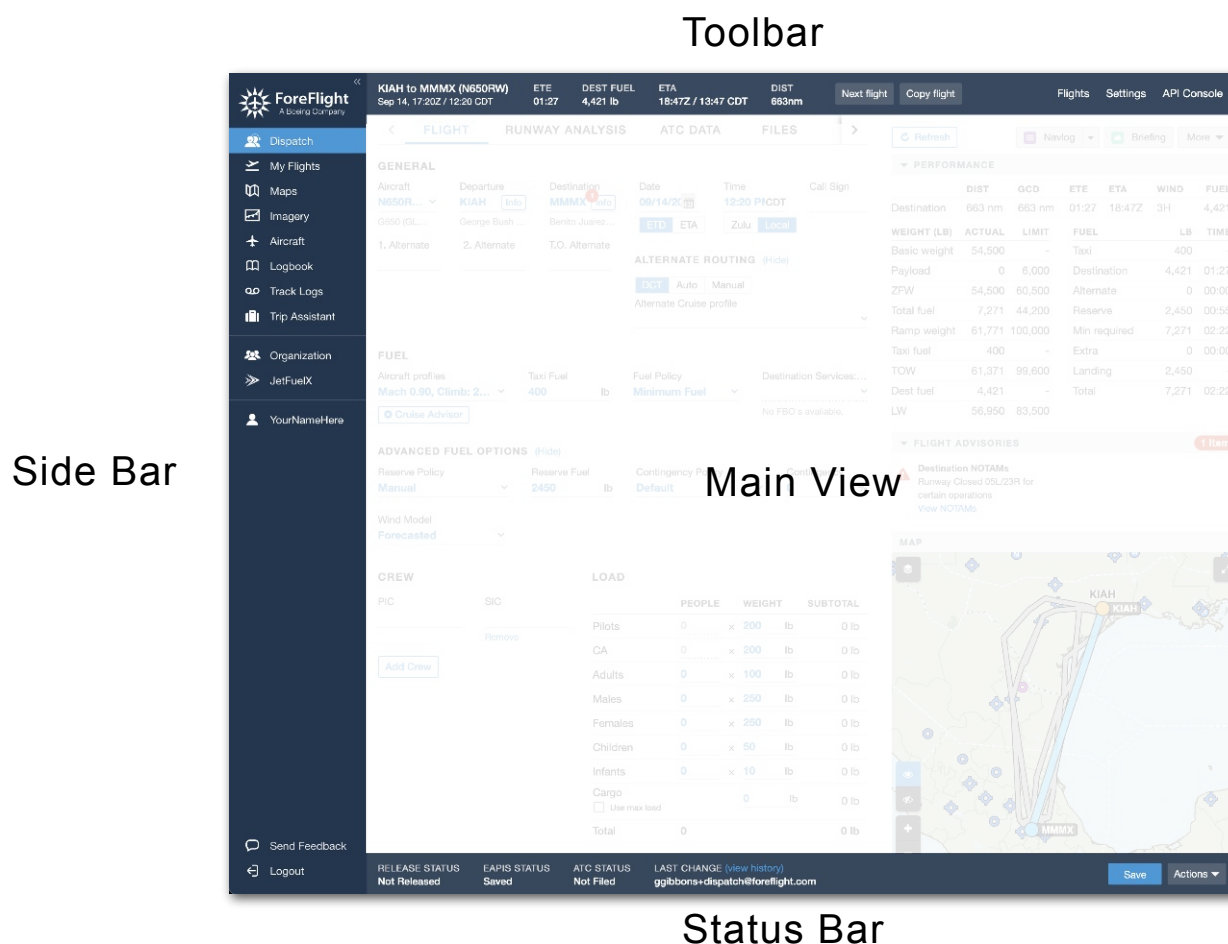
GETTING STARTED

To use Dispatch, purchase a Dispatch license for each aircraft of intended use. Interested flight departments not yet set up with Dispatch should visit www.foreflight.com/products/dispatch/ for more information.

Once Dispatch is purchased for your account, it will be available at www.dispatch.foreflight.com. Sign in with your ForeFlight username and password to get started. Dispatch can also be accessed from **ForeFlight Web** by selecting **Dispatch** from the left sidebar.

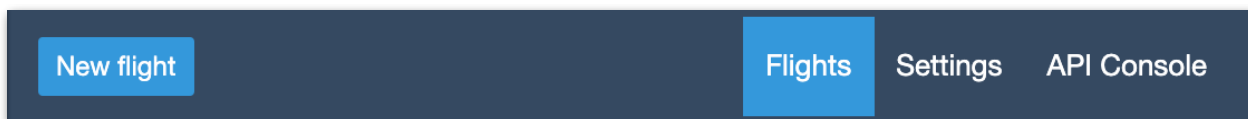
1.1 Layout

Dispatch is organized into four sections - sidebar, toolbar, status bar, and the main view. Dispatch is active when it is selected from the sidebar.



1.2 Toolbar

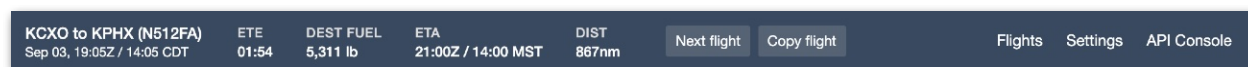
The toolbar contains **New flight** and **Flights** buttons. **New flight** opens the Flight Editor and **Flights** displays the Flight Status Board. *Administrator accounts* also have **Settings** and **API Console** buttons.



Flight Status Board - Administrator Toolbar

1.2.1 Flight Editor Toolbar

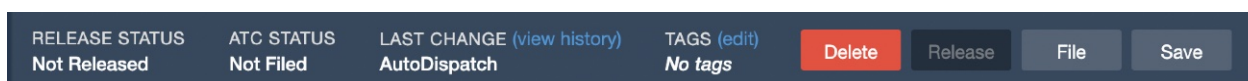
When planning flights, the toolbar adds a flight summary, **Next flight**, and **Copy flight** buttons.



Flight Planning Toolbar

1.3 Status Bar

The Status Bar at the bottom of the screen depicts the current release and ATC status. Flight history is accessed by selecting ([view history](#)). Click [Details](#) next to any change in the ([view history](#)) pop-up to see what specific changes were made.



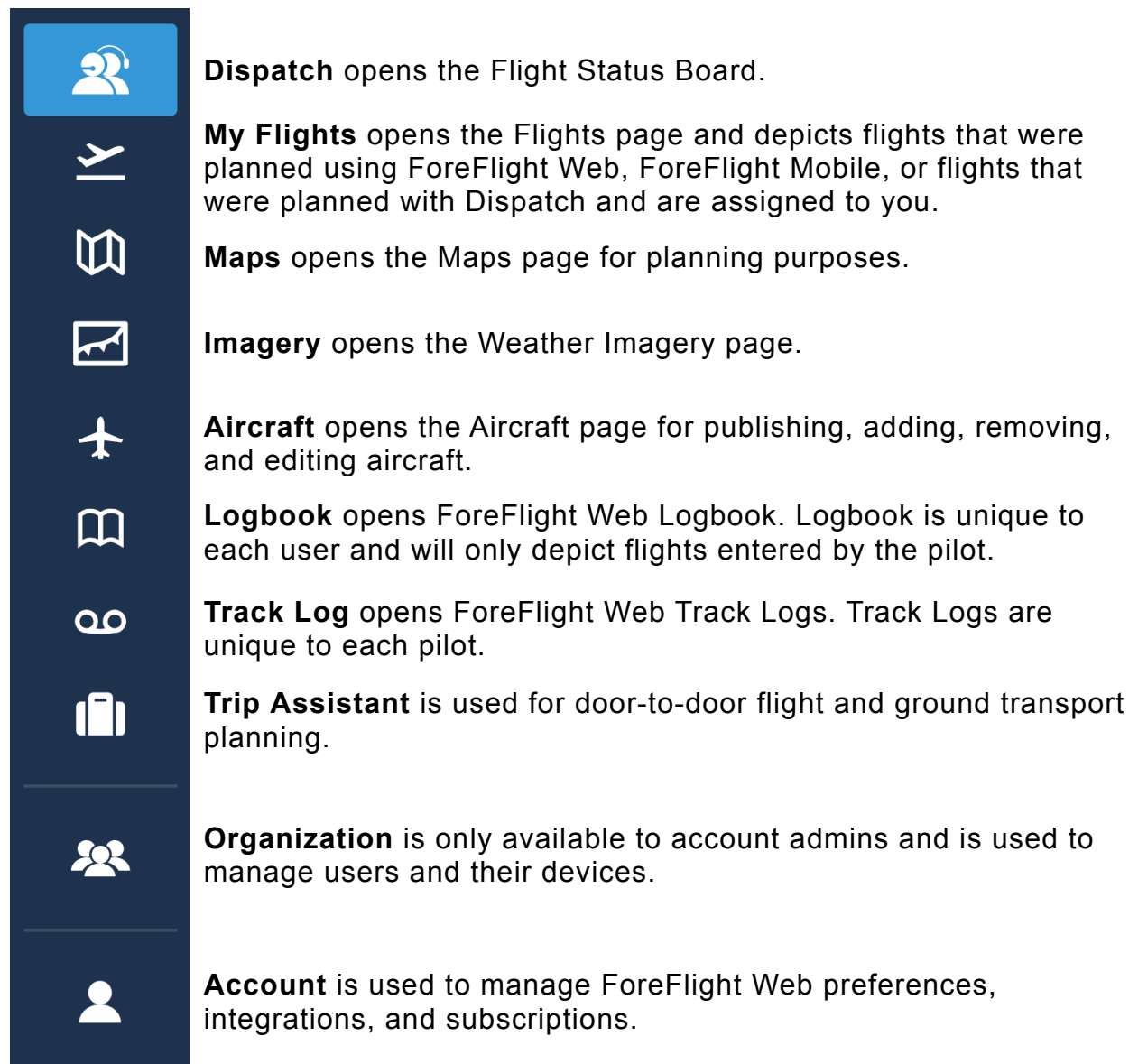
To the right of Flight History are Tags. Tags allow anyone to add Trip IDs and keywords (tags) to flights. Tags provide additional flight filtering and search capabilities. Refer to [Tags](#) for more information.

The Status Bar contains a **Save** button. Once a flight is saved, **Delete**, **Release**, and **File** buttons appear. Edits to a flight are not automatically saved. Flight planners must **Save** the flight anytime edits are made.

Released flights appear on crew members' mobile devices and are automatically updated with any changes made to the flight within Dispatch. Flights created by a crew member on their mobile device will automatically show as Released when they appear in Dispatch.

1.4 Sidebar

The sidebar is used to navigate to Dispatch and various ForeFlight Web pages. The double arrows near the top expand and collapse the sidebar. When expanded, the sidebar depicts icons and labels for each page. When the sidebar is collapsed, only icons are displayed.



Note: The sidebar is dynamic and will hide or show pages based on your account.

1.5 Main View

The main view can display *either* the Flight Status Board (default), the Flight Editor, the Settings page, or the API Console. To view the Flight Editor, select **New Flight** or **Edit** from the Flight Status Board.

1.5.1 Flight Status Board

The main view depicts the Flight Status Board when **Flights** is selected from the toolbar. Each flight associated with your Dispatch account is listed on the board in table format. Flights are listed in rows with multiple columns consisting of flight details.

Filing status

All

Filter by time

Last 30 days

Created by

Dispatch, Scheduling, Pi...

Watch list

Search

Refresh

ETD ↓	AIRCRAFT	DEP	DEST	RELEASED	PIC	CREATED BY	FILING STATUS	
May 20, 19:15Z / 21:15 CEST	N714MG (C25B)	EHAM	EDDF	Not Released	N/A	Dispatch	Not Filed	Edit More ▼
Apr 28, 23:00Z / 19:00 EDT	N512FA (GLF5)	KMIA	KMEM	Not Released	N/A	Dispatch	Not Filed	Edit More ▼
Apr 28, 20:30Z / 16:30 EDT	N512FA (GLF5)	KJFK	KMIA	Not Released	N/A	Dispatch	Not Filed	Edit More ▼
Apr 27, 23:25Z / 16:25 PDT	N512FA (GLF5)	KSEA	KHOU	Not Released	N/A	Dispatch	Not Filed	Edit More ▼
Apr 27, 20:30Z / 13:30 MST	N512FA (GLF5)	KPHX	KSEA	Not Released	N/A	Dispatch	Not Filed	Edit More ▼

Main View - Flight Status Board

Note: First-time Dispatch users will see a blank Flight Status Board. Flights must be planned and saved with the Flight Editor or ForeFlight Mobile before they will appear on the board.

1.5.2 Flight Editor

The Flight Editor is depicted in the main view when **New Flight** or **Edit** is selected from the upper toolbar. The Flight Editor is divided into two sections. The left column displays either the **Flight Editor**, **Runway Analysis**, **W&B**, **ATC Data**, flight **Files**, or the **EAPIS** manifest.

The screenshot shows the 'Main View - Flight Editor' interface. At the top, a dark blue header bar displays flight summary information: 'KSNA to CYVR (N714MG)', 'Sep 09, 20:35Z / 13:35 PDT', 'ETE 02:25', 'DEST FUEL 2,008 lb', 'ETA 23:01Z / 16:01 PDT', and 'DIST 960nm'. Below this is a navigation bar with five tabs: 'FLIGHT' (active, blue underline), 'RUNWAY ANALYSIS', 'ATC DATA', 'FILES', and 'EAPIS'. The main content area is titled 'GENERAL' and contains several input fields and buttons. The 'Aircraft' field shows 'N714MG (...)' with a dropdown arrow. The 'Departure' field shows 'KSNA' with an 'Info' button. The 'Destination' field shows 'CYVR' with an 'Info' button and a red notification bubble with the number '1'. The 'Date' field shows '09/09/2021' with a calendar icon. The 'Time' field shows '1:35 PM' and 'PDT'. The 'Call Sign' field is empty. Below these fields are three rows for alternate airports: '1. Alternate', '2. Alternate', and 'T.O. Alternate'. To the right of these fields are buttons for 'ETD', 'ETA', 'Zulu', and 'Local'. At the bottom, there is an 'ALTERNATE ROUTING (Hide)' section with buttons for 'DCT', 'Auto', and 'Manual', and a label 'Alternate Cruise profile'.

Main View - Flight Editor

The toolbar near the top of the Flight Editor allows for navigation between these pages. The active page is depicted in blue underlined text.

Toolbar

The screenshot shows the 'Toolbar' section of the Flight Editor. It features a navigation bar with five tabs: 'FLIGHT', 'RUNWAY ANALYSIS' (active, blue underline), 'ATC DATA', 'FILES', and 'EAPIS'. Below the tabs is a 'Generate Report' button. The main content area displays two sections: 'Takeoff (Departure Airport)' and 'Landing (Destination Airport)'. The 'Takeoff' section shows 'KIAH: George Bush Intercontinental/Houston' and 'Takeoff Weight Calculated MTOW 61,698 / 99,600 lb'. The 'Landing' section shows 'MMMX: Benito Juarez International' and 'Landing Weight Calculated MLW 57,350 / 83,500 lb'.

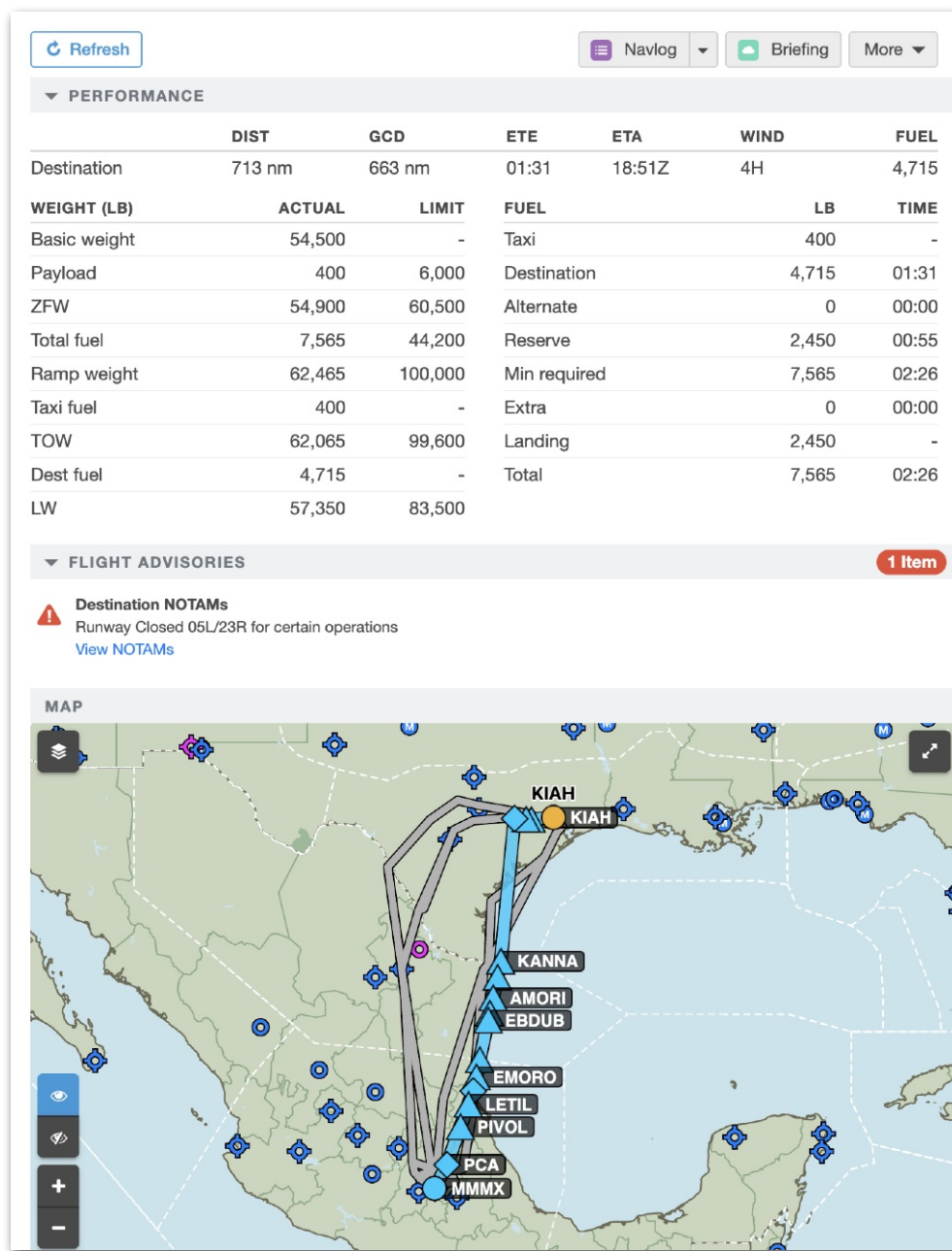
Toolbar with Runway Analysis Selected

Note: If planning a domestic flight, the **EAPIS** option is removed from the *toolbar*. Additionally, W&B is only depicted when planning a flight with an aircraft which has a configured W&B template.

1.5.3 Performance, Advisories, and Route Map

The right column of the main view depicts performance data, flight advisories, and a route map. The information in the right column is available at all times when the Flight Editor is active.

The upper right corner of the main view contains buttons to access the flight's Navlog, Briefing, and additional documents.



Right Side of Main View

1.6 Settings Design

The **Settings** page is used to customize Dispatch to meet your flight department's needs. There are customizable settings for flight planning, automatically dispatching flights, operational rules, routes, airports, and the Navlog.

To access Dispatch settings, select **Dispatch** from the sidebar and **Settings** from the upper toolbar. The Settings page is displayed in the main view with tabs to switch between the individual Settings pages. The active page is depicted in blue underlined text.

Flights Settings API Console

PLANNING SETTINGS AUTODISPATCH OPERATIONAL RULES SAVED ROUTES CUSTOM AIRPORTS NAVLOG BUILDER

UNITS/TIME SETTINGS

Date format
Determines what date format is used on Dispatch

☒ US format: Month/Day/Year
☐ International format: Day/Month/Year

Runway length
Determines what unit is used to display the runway length

☒ Feet
☐ Meters

Main View - Settings

1.7 API Console

Access the **API Console** page by selecting it from the toolbar. The API Console is used to integrate Dispatch with 3rd party scheduling software. The API Console is displayed in the main view with tabs to switch between the **API Keys** and **API Request History**.

Detailed instructions for integrating Dispatch with your scheduling service can be found in the **API Console** section of this guide.

Flights Settings API Console

API KEYS REQUEST HISTORY

Generated keys

The Flights API allows you to integrate Dispatch with 3rd party applications. Generate an API key to use with an [existing integration](#) or a custom integration. To develop your own integration, use the [API documentation](#).

Generated API key Refresh

Created At Last Used

Main View - API Console

FLIGHT STATUS BOARD

The Flight Status Board displays the flights associated with your flight department. The board is organized into columns that can be filtered and sorted. The columns cannot be reordered or customized.

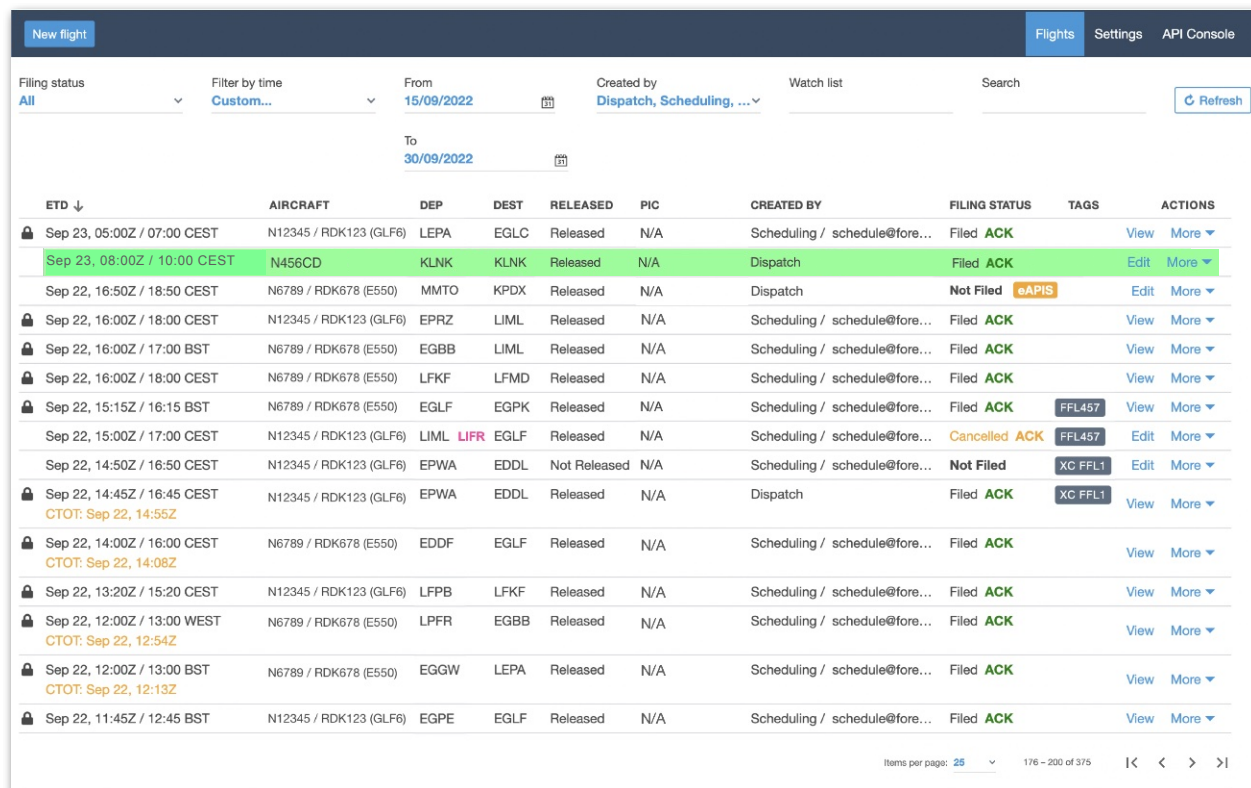
A maximum of 25 flights are displayed per page by default. Change the maximum flights per page to 50 or 100 using the **Items per page** dropdown below the list of flights.

The Flights Status Board automatically refreshes every two minutes. Manually refresh flights at any time by clicking **Refresh** in the top-right corner of the page.

Tags, labels, icons, and highlights are displayed on the Flight Status Board to indicate various weather, filing, and eAPIS statuses.

To view the Flight Status board:

1. Select **Dispatch** from the sidebar.
2. Select **Flights** from the upper toolbar.



New flight									
Flights Settings API Console									
Filing status	Filter by time	From		Created by	Watch list	Search	Refresh		
All	Custom...	15/09/2022		Dispatch, Scheduling, ...					
		To							
		30/09/2022							
ETD ↓	AIRCRAFT	DEP	DEST	RELEASED	PIC	CREATED BY	FILING STATUS	TAGS	ACTIONS
🔒 Sep 23, 05:00Z / 07:00 CEST	N12345 / RDK123 (GLF6)	LEPA	EGLC	Released	N/A	Scheduling / schedule@fore...	Filed ACK		View More ▾
Sep 23, 08:00Z / 10:00 CEST	N456CD	KLNK	KLNK	Released	N/A	Dispatch	Filed ACK		Edit More ▾
Sep 22, 16:50Z / 18:50 CEST	N6789 / RDK678 (E550)	MMTO	KPDX	Released	N/A	Dispatch	Not Filed eAPIS		Edit More ▾
🔒 Sep 22, 16:00Z / 18:00 CEST	N12345 / RDK123 (GLF6)	EPRZ	LJML	Released	N/A	Scheduling / schedule@fore...	Filed ACK		View More ▾
🔒 Sep 22, 16:00Z / 17:00 BST	N6789 / RDK678 (E550)	EGBB	LJML	Released	N/A	Scheduling / schedule@fore...	Filed ACK		View More ▾
🔒 Sep 22, 16:00Z / 18:00 CEST	N6789 / RDK678 (E550)	LKFK	LFMD	Released	N/A	Scheduling / schedule@fore...	Filed ACK		View More ▾
🔒 Sep 22, 15:15Z / 16:15 BST	N6789 / RDK678 (E550)	EGLF	EGPK	Released	N/A	Scheduling / schedule@fore...	Filed ACK	FFL457	View More ▾
Sep 22, 15:00Z / 17:00 CEST	N12345 / RDK123 (GLF6)	LJML	LIFR EGLF	Released	N/A	Scheduling / schedule@fore...	Cancelled ACK	FFL457	Edit More ▾
Sep 22, 14:50Z / 16:50 CEST	N12345 / RDK123 (GLF6)	EPWA	EDDL	Not Released	N/A	Scheduling / schedule@fore...	Not Filed	XC FFL1	Edit More ▾
🔒 Sep 22, 14:45Z / 16:45 CEST CTOT: Sep 22, 14:55Z	N12345 / RDK123 (GLF6)	EPWA	EDDL	Released	N/A	Dispatch	Filed ACK	XC FFL1	View More ▾
🔒 Sep 22, 14:00Z / 16:00 CEST CTOT: Sep 22, 14:08Z	N6789 / RDK678 (E550)	EDDF	EGLF	Released	N/A	Scheduling / schedule@fore...	Filed ACK		View More ▾
🔒 Sep 22, 13:20Z / 15:20 CEST	N12345 / RDK123 (GLF6)	LFPB	LKFK	Released	N/A	Scheduling / schedule@fore...	Filed ACK		View More ▾
🔒 Sep 22, 12:00Z / 13:00 WEST CTOT: Sep 22, 12:54Z	N6789 / RDK678 (E550)	LPFR	EGBB	Released	N/A	Scheduling / schedule@fore...	Filed ACK		View More ▾
🔒 Sep 22, 12:00Z / 13:00 BST CTOT: Sep 22, 12:13Z	N6789 / RDK678 (E550)	EGGW	LEPA	Released	N/A	Scheduling / schedule@fore...	Filed ACK		View More ▾
🔒 Sep 22, 11:45Z / 12:45 BST	N12345 / RDK123 (GLF6)	EGPE	EGLF	Released	N/A	Scheduling / schedule@fore...	Filed ACK		View More ▾
Items per page: 25 176 - 200 of 375 < > >>									

Flight Status Board

2. FLIGHT STATUS BOARD

2.1 Flight Status Board Layout

The Flight Status Board is divided into two main components. The top of the board contains options for searching and filtering flights. The bottom portion contains the Flights Table which is organized into ten columns.

2.1.1 Sorting the Flight Status Board

The Flight Status Board is ordered by departure time in descending order by default. Mouse over column headers, and if an arrow icon appears, you can click to re-order the flights based on that column's contents.

ETD ↓

Sorting Arrow

1. Click once to sort the list in ascending order.
2. Click again to sort it in descending order.
3. Click a third time to return the list to its default order.

The screenshot displays the Flight Status Board interface. At the top, there is a 'New flight' button and tabs for 'Flights', 'Settings', and 'API Console'. Below these are various filters: 'Filing status' (All), 'Filter by time' (Custom...), 'From' (15/09/2022), 'To' (30/09/2022), 'Created by' (Dispatch, Scheduling), 'Watch list', and a 'Search' field with a 'Refresh' button. The main section is the 'Flights Table' with columns: ETD ↓, AIRCRAFT, DEP, DEST, RELEASED, PIC, CREATED BY, FILING STATUS, TAGS, and ACTIONS. The table lists various flights with details like aircraft type, departure/arrival times, and status. At the bottom, there is a pagination bar showing 'Items per page: 25' and '176 - 200 of 375', along with navigation arrows. Labels with arrows point to the 'Items per page' dropdown (labeled 'Flights Per Page') and the navigation arrows (labeled 'Previous / Next Page').

ETD ↓	AIRCRAFT	DEP	DEST	RELEASED	PIC	CREATED BY	FILING STATUS	TAGS	ACTIONS
Sep 23, 05:00Z / 07:00 CEST	N12345 / RDK123 (GLF6)	LEPA	EGLC	Released	N/A	Scheduling / schedule@fore...	Filed ACK		View More
Sep 23, 08:00Z / 10:00 CEST	N456CD	KLNK	KLNK	Released	N/A	Dispatch	Filed ACK		Edit More
Sep 22, 16:50Z / 18:50 CEST	N6789 / RDK678 (E550)	MMTO	KPDX	Released	N/A	Dispatch	Not Filed	eAPIS	Edit More
Sep 22, 16:00Z / 18:00 CEST	N12345 / RDK123 (GLF6)	EPRZ	LJML	Released	N/A	Scheduling / schedule@fore...	Filed ACK		View More
Sep 22, 16:00Z / 17:00 BST	N6789 / RDK678 (E550)	EGBB	LJML	Released	N/A	Scheduling / schedule@fore...	Filed ACK		View More
Sep 22, 16:00Z / 18:00 CEST	N6789 / RDK678 (E550)	LKFK	LFMD	Released	N/A	Scheduling / schedule@fore...	Filed ACK		View More
Sep 22, 15:15Z / 16:15 BST	N6789 / RDK678 (E550)	EGLF	EGPK	Released	N/A	Scheduling / schedule@fore...	Filed ACK	FFL457	View More
Sep 22, 15:00Z / 17:00 CEST	N12345 / RDK123 (GLF6)	LJML	EGLF	Released	N/A	Scheduling / schedule@fore...	Cancelled ACK	FFL457	Edit More
Sep 22, 14:50Z / 16:50 CEST	N12345 / RDK123 (GLF6)	EPWA	EDDI	Not Released	N/A	Scheduling / schedule@fore...	Not Filed	XC FFL1	Edit More
Sep 22, 14:45Z / 16:45 CEST CTOT: Sep 22, 14:55Z	N12345 / RDK123 (GLF6)	EPWA	EDDI	Released	N/A	Dispatch	Filed ACK	XC FFL1	View More
Sep 22, 14:00Z / 16:00 CEST CTOT: Sep 22, 14:06Z	N6789 / RDK678 (E550)	EDDF	EGLF	Released	N/A	Scheduling / schedule@fore...	Filed ACK		View More
Sep 22, 13:20Z / 15:20 CEST	N12345 / RDK123 (GLF6)	LFPB	LKFK	Released	N/A	Scheduling / schedule@fore...	Filed ACK		View More
Sep 22, 12:00Z / 13:00 WEST CTOT: Sep 22, 12:54Z	N6789 / RDK678 (E550)	LPFR	EGBB	Released	N/A	Scheduling / schedule@fore...	Filed ACK		View More
Sep 22, 12:00Z / 13:00 BST CTOT: Sep 22, 12:13Z	N6789 / RDK678 (E550)	EGGW	LEPA	Released	N/A	Scheduling / schedule@fore...	Filed ACK		View More
Sep 22, 11:45Z / 12:45 BST	N12345 / RDK123 (GLF6)	EGPE	EGLF	Released	N/A	Scheduling / schedule@fore...	Filed ACK		View More

2. FLIGHT STATUS BOARD

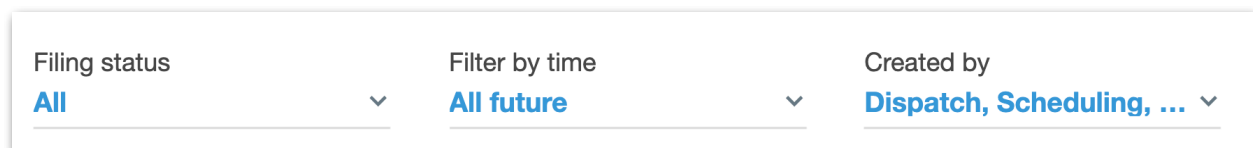
2.2 Filtering the Flight Status Board

There are three dropdown menus for filtering the Flight Status Board. Flights can be filtered by any combination of **Filing Status**, **Time**, or **Origin**.

Each account member can filter the Flight Status Board. Filter settings are saved via browser cookie and are applied the next time Dispatch is opened on the same computer.

To filter the Flight Status Board:

1. Sign in to Dispatch and select **Flights** from the upper toolbar to display the Flight Status Board.
2. Click one of the three dropdown menus.
3. Select an option from the list.



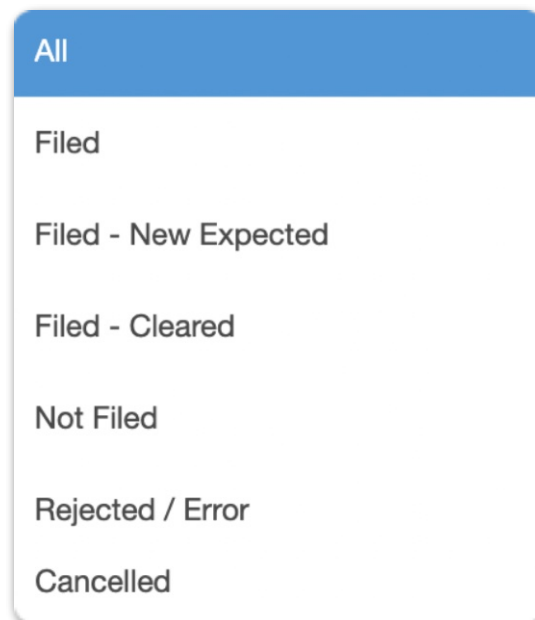
Flight Status Board - Filter Dropdown Menus

2. FLIGHT STATUS BOARD

2.2.1 Filtering by Filing Status

The **Filing Status** menu is used to filter flights based on the *current* filing status. The following filters exist:

- **All** displays all flights regardless of their filing status.
- **Filed** displays flights that have been filed, including those that will or have received new expected routes and those that are cleared as filed.
- **Filed - New Expected** only shows flights that have been filed and ATC indicates the filed route does not match the expected route. Thus a new route is expected from ATC.
- **Filed - Cleared** only shows flights that have received a Cleared message from ATC. Filed - Cleared indicates the filed route matches the expected route and thus the flight is anticipated to be cleared as filed.
- **Not Filed** filters the list to show flights that have not been filed.
- **Rejected / Error** only shows flights that have been rejected by ATC or encountered an error while filing.
- **Cancelled** only shows flights that have been cancelled by an account member.



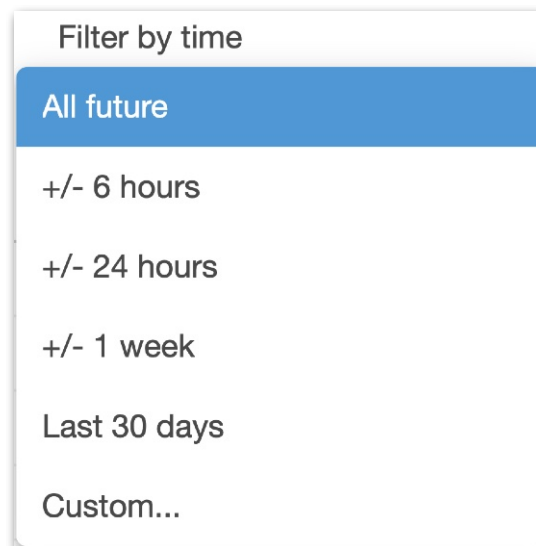
Filing Status filter options

2. FLIGHT STATUS BOARD

2.2.2 Filtering by Time

The Filter by time option filters the Flight Status Board to only show flights with certain departure times. The following time-based filters are available:

- **All future** displays flights with an ETD later than 0000z yesterday.
- **+/- 6 Hours** displays flights with ETDs within six hours of the present time.
- **+/- 24 Hours** shows all flights that are 24 hours before and after the current day. This filter displays flights from yesterday, today, and tomorrow.
- **+/- 1 Week** shows flights with ETDs within a week of the present time.
- **Last 30 days** shows flights with ETDs within the *past* 30 days.
- **Custom** provides a “From” and “To” field with date-pickers that allow you to define a custom date range from which to show flights. The custom date range is limited to a maximum of 30 days. Selecting a From or To date that results in a date range greater than 30 days will cause the other selection to move such that the 30-day limit is maintained. There is no limit to how far back you can look. All flights in Dispatch are permanently saved and available for later viewing.



Filter by time options

2. FLIGHT STATUS BOARD

2.2.3 Filtering by Origin

The **Created by** option filters the Flight Status Board to only show flights that originated in a certain way. Click the checkmark to deselect a Created by option. Click it again to reselect it.

Items that are checked are displayed on the Flight Status Board. The following options are available:

- **Dispatch** shows flights created by account members within Dispatch.
- **Scheduling** shows flights created by a linked scheduling system via the Scheduling API.
- **Pilot** shows flights created by an account member within ForeFlight Mobile using a Dispatch-enabled aircraft.
- **Service provider** shows flights created by integrated service providers (Jeppesen Dispatch and others).

Dispatch	☒
Scheduling	☒
Pilot	☒
Service provider	☒

Origin filter options

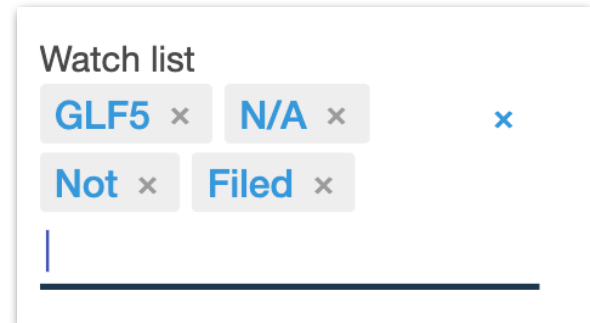
2. FLIGHT STATUS BOARD

2.3 Watch List

The **Watch list** allows you to filter flights based on custom keywords in addition to the currently selected filters. The Watch List searches your flights for anything matching your keywords and filters the Flight Status Board accordingly.

Watch List search items include:

- **Trip ID / Tags**
- Aircraft tail number/registration
- Aircraft callsign
- Aircraft ICAO type code
- DEP/DEST Airport identifiers (NOT airport or city names)
- PIC names (including “N/A” for flights with no PIC selected)
- Filing Status (including ATC messages like ACK and REJ)



The screenshot shows a 'Watch list' box. It contains four keywords in blue text, each with a small 'x' button to its right: 'GLF5', 'N/A', 'Not', and 'Filed'. There is an additional 'x' button at the top right of the box. Below the keywords is a text input field with a blue cursor line.

To use Watch List, type a word, number, symbol, or phrase into the search field and hit Enter to add it as a keyword. The Watch List is not case-sensitive and allows spaces so you can add multi-word phrases like names.

Watch List also doesn't require complete keywords to find matches, so entering only a person's first name or the last three characters of an aircraft tail number will still return matching results.

Adding multiple keywords to Watch List will return results matching any of them, not all of them, so entering three aircraft tail numbers will return flights associated with any of them.

There is no limit on how many keywords you can add to the Watch List at a time. Dispatch retains your keywords between sessions, so you don't have to enter them again if you close the browser or log out. Click the **x** next to any individual keyword to delete it, or click the **x** at the right of Watch List field to clear the Watch List of all keywords.

2. FLIGHT STATUS BOARD

2.4 Search Bar

The Search Bar allows you to quickly filter the Flight Status Board using a single keyword. The Search bar is similar to the **Watch List** in that it covers the same flight properties and has the same rules for entering keywords. Unlike the Watch List, the Search bar only allows you to search for one keyword at a time and begins filtering the Flights List as soon as you start typing.

Filing status

All

Filter by time

All future

Created by

Dispatch, Scheduling, ...

Watch list

Search

KMIA

×

↻ Refresh

ETD ↓	AIRCRAFT	DEP	DEST	RELEASED	PIC	CREATED BY	FILING STATUS	
Apr 28, 23:00Z / 19:00 EDT	N512FA (GLF5)	KMIA	KMEM	Not Released	N/A	Dispatch	Not Filed	Edit More ▼
Apr 28, 20:30Z / 16:30 EDT	N512FA (GLF5)	KJFK	KMIA	Not Released	N/A	Dispatch	Not Filed	Edit More ▼

Searching via Airport Identifier

2. FLIGHT STATUS BOARD

2.5 Filtering by Tag or Trip ID

Tag and Trip IDs can be used to filter the Flight Status Board. Clicking a Trip ID or Tag from the Tags column automatically adds the item to the Watch list and filters the Flight Status Board accordingly. To stop filtering by Tag or Trip ID, remove the item from the Watch list by clicking [x]. Multiple tags and Trip IDs can be added to the Watch list by clicking the items in the Tags column.

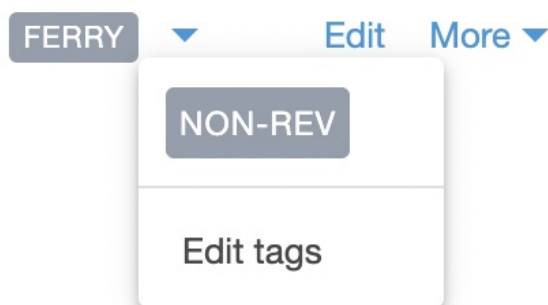
Watch list		Search			
FF123 x				Refresh	
	CREATED BY	FILING STATUS	TAGS		
ond	Dispatch	Not Filed	FF123	Edit	More ▼
ond	Dispatch	Not Filed	FF123 ▼	Edit	More ▼
ond	Dispatch	Not Filed	FF123 ▼	Edit	More ▼
ond	Dispatch	Not Filed	FF123 ▼	Edit	More ▼

Filtering by Trip ID

Flights with multiple tags

If a flight has more than one tag or a tag and Trip ID, click the (expand) triangle to the right of the tag to display all of the options. Click the tag or Trip ID to add it to the Watch list and filter the Flight Status Board.

Click **Edit Tags** to edit, add, or remove tags from a flight. Edit tags is only available in the Flight Status Board if a tag was added using the Flight Editor.



Multiple Tags

2. FLIGHT STATUS BOARD

2.6 Flight Table Data

The Flights Table consists of ten columns. Each column is described in detail below.

ETD ↓	AIRCRAFT	DEP	DEST	RELEASED	PIC	CREATED BY	FILING STATUS	TAGS	ACTIONS
 Sep 23, 05:00Z / 07:00 CEST	N12345 / RDK123 (GLF6)	LEPA	EGLC	Released	N/A	Scheduling / schedule@fore...	Filed ACK		View More ▼
Sep 23, 08:00Z / 10:00 CEST	N456CD	KLNK	KLNK	Released	N/A	Dispatch	Filed ACK		Edit More ▼
Sep 22, 16:50Z / 18:50 CEST	N6789 / RDK678 (E550)	MMTO	KPDX	Released	N/A	Dispatch	Not Filed eAPIS		Edit More ▼
 Sep 22, 16:00Z / 18:00 CEST	N12345 / RDK123 (GLF6)	EPRZ	LJML	Released	N/A	Scheduling / schedule@fore...	Filed ACK		View More ▼
 Sep 22, 16:00Z / 17:00 BST	N6789 / RDK678 (E550)	EGBB	LJML	Released	N/A	Scheduling / schedule@fore...	Filed ACK		View More ▼
 Sep 22, 16:00Z / 18:00 CEST	N6789 / RDK678 (E550)	LFKF	LFMD	Released	N/A	Scheduling / schedule@fore...	Filed ACK		View More ▼
 Sep 22, 15:15Z / 16:15 BST	N6789 / RDK678 (E550)	EGLF	EGPK	Released	N/A	Scheduling / schedule@fore...	Filed ACK	PFL457	View More ▼
Sep 22, 15:00Z / 17:00 CEST	N12345 / RDK123 (GLF6)	LJML LIFR	EGLF	Released	N/A	Scheduling / schedule@fore...	Cancelled ACK	PFL457	Edit More ▼
Sep 22, 14:50Z / 16:50 CEST	N12345 / RDK123 (GLF6)	EPWA	EDDL	Not Released	N/A	Scheduling / schedule@fore...	Not Filed	XC FFL1	Edit More ▼
 Sep 22, 14:45Z / 16:45 CEST CTOT: Sep 22, 14:55Z	N12345 / RDK123 (GLF6)	EPWA	EDDL	Released	N/A	Dispatch	Filed ACK	XC FFL1	View More ▼

Flight Table

2.6.1 ETD

The flight's estimated date and time of departure, (both Zulu and local time) is displayed in the leftmost column. ETD can be sorted in either ascending or descending order.

EDCT/CTOT

If the flight's departure is delayed due to a Traffic Management Initiative or other reason. ATC may issue an Expect Departure Clearance Time (US) or a Calculated Takeoff Time (Europe). The updated departure time is displayed in orange below the flight's original ETD.

ETD
Sep 25, 22:15Z / 17:15 CDT EDCT: Sep 25, 23:01Z
Sep 22, 14:00Z / 16:00 CEST CTOT: Sep 22, 14:08Z

Updated Departure Times

Archived (locked) Flights

Flights with filed flight plans are automatically **archived** (locked) 48 hours after the flight plan's ETD. Locked flights can be viewed, but not edited or deleted. It is not possible to adjust the auto-lock period. Archived flights display a lock icon left of the ETD.



2. FLIGHT STATUS BOARD

2.6.2 Aircraft

The Aircraft column displays the planned aircraft's alphanumeric registration, callsign (if applicable), and ICAO type. The Aircraft column cannot be sorted.

NCL650A / FF123 (CL60)

Aircraft Field

2.6.3 DEP/DEST

The Departure (DEP) and Destination (DEST) columns show the 3 or 4 letter alphanumeric identifiers for the flight's departure and destination airports.

Identifiers can be sorted alphabetically in either ascending or descending order. Sorting these columns allows flight planners to group flights based on their airports' ICAO region designator (e.g., "K" for CONUS, "C" for Canada, "E" for Europe).

LIFR Weather

When low IFR conditions are expected to exist at the departure or destination airport at the ETD and ETA respectively, a **LIFR** flag is displayed to the right of the identifier.

ETD ↓	AIRCRAFT	DEP	DEST	RELEASED	PIC
Sep 28, 23:15Z / 18:15 CDT	NCL650A / FFL999 (CL60)	KHOU	FID	Released	Robert M
Sep 28, 21:00Z / 17:00 EDT	NGL6000 (GLEX)	KTEB	EGLF	Released	Sam T.
Sep 28, 19:15Z / 15:15 EDT	GA550A (GLF5)	KAVO	X07	LIFR Not Released	N/A
Sep 28, 17:15Z / 13:15 EDT	GA550A (GLF5)	KVNC	KHOU	Not Released	N/A

LIFR Flag

2.6.4 Released

The Released column indicates whether or not the flight has been released to the selected crew members. Released flights appear on crew members' mobile devices and are automatically updated with any changes made to the flight within Dispatch. Flights created by a crew member on their mobile device will automatically show as Released when they appear in Dispatch. It cannot be sorted.

2. FLIGHT STATUS BOARD

2.6.5 Pilot in Command (PIC)

The PIC column shows the name of the account member selected as the flight's Pilot in Command. If no PIC has been selected, "N/A" is displayed. The PIC column can be sorted alphabetically in either ascending or descending order.

2.6.6 Created by

The Created by column indicates the source of the flight. This column can be sorted alphabetically in either ascending or descending order. The following potential flight plan originators are:

- **Dispatch** indicates the flight was created by an account member within Dispatch using either the "New Flight" button or the "Next Flight" button in the Flight Edit view of another flight.
- **Scheduling** indicates the flight was created by a linked scheduling system via the Scheduling API. Learn more about [Dispatch's API here](#).
- **Pilot** indicates the flight was created by an account member within ForeFlight Mobile using a Dispatch-enabled aircraft.
- **Service Provider** are flights created by an integrated service provider such as Jeppesen Dispatch.

2. FLIGHT STATUS BOARD

2.6.7 Filing Status

The Filing Status column depicts the flight plan's filing status and ATC messages. The Filing Statuses are:

- **Not Filed** - The flight plan has not been filed.
- **Filed** - The flight plan has been filed.
- **Cancelled** - The flight plan was filed and subsequently cancelled by an account member. Cancelled flight plans can still be modified and refiled, at which point the status will change to Filed.

ATC Messages

When a message is received from ATC, the message is displayed to the right of the filing status. The ATC messages are:

- **ACK** indicates the flight plan has been acknowledged by ATC.
- **ACK - Cleared** indicates the filed route matches the expected route and thus the flight is anticipated to be cleared as filed.
- **ACK - New Expected** indicates the filed route does not match the expected route and thus a new route from ATC is expected.
- **PDC** indicates ATC has issued a pre-departure clearance for the flight plan.
- **Unknown** indicates the filing system has received a message related to the flight that could not be automatically interpreted. As a flight planner, you should inspect the messages using the ATC Data tab and look for any "UNK" (unknown) messages.
- **REJ / Error** indicates the flight plan has been rejected by ATC. Rejected flight plans always revert to the **Not Filed** state, allowing account members to modify and re-file them, at which point the REJ message will disappear.
- **Partial REJ** indicates that the flight plan has been accepted by at least one ATC and rejected by at least one ATC. This indication is more likely to occur on international flights, and the decision to amend is up to the flight planner.

Filed	ACK	- Cleared
Filed	ACK	- New Expected
Filed	ACK	PDC
Filed	Unknown	
Not Filed	REJ	

ATC Messages

2. FLIGHT STATUS BOARD

Flight Status Board Updates

If a flight plan is filed *while* viewing the Flight Status Board, the flight is highlighted according to its status. Green flights have been successfully filed, yellow flights are pending, and red flights were rejected.

Jan 11, 00:00Z / Jan 10, 18:00 CST	N1234AB	KLNK	KLNK	Released	N/A	Dispatch	Filed ACK	Edit	More ▼
Jan 10, 21:45Z / 15:45 CST	N1234AB	KLNK	KLNK	Released	N/A	Pilot	Not Filed	Edit	More ▼
Jan 10, 18:45Z / 12:45 CST	N456CD	KLNK	KLNK	Released	N/A	Dispatch	Filed ACK	Edit	More ▼
Jan 10, 18:15Z / 12:15 CST	N1234AB	KLNK	KLNK	Released	N/A	Dispatch	Filed ACK	Edit	More ▼
Jan 10, 17:45Z / 11:45 CST	N1234AB	KLNK	KLNK	Released	N/A	Pilot	Filed ACK	Edit	More ▼
Jan 10, 17:00Z / 10:00 MST	N1234AB	KDMA	KDMA	-	N/A	Pilot	Not Filed	Edit	More ▼
Jan 10, 14:15Z / 07:15 MST	N1234AB	KDMA	KDMA	-	N/A	Pilot	Filed ACK	Edit	More ▼
Jan 10, 14:15Z / 07:15 MST	N789EF	KDMA	KDMA	-	N/A	Pilot	Cancelled ACK	Edit	More ▼
Jan 10, 13:45Z / 07:45 CST	N1234AB	KGVT	KGVT	-	N/A	Pilot	Not Filed	Edit	More ▼

Flight Status Board Updates

Note: Cancelled flight plans will still display the ACK message if they were acknowledged by ATC before being cancelled. However, if a cancelled flight plan is re-filed, then the ACK message will disappear until the flight plan is again acknowledged by ATC.

2.6.8 Tags

The Tags column displays **Tags** and **Trip IDs**. Clicking a Trip ID or Tag from the Tags column automatically adds the item to the **Watch list** and filters the Flight Status Board accordingly.

FILING STATUS	TAGS	
Not Filed	FF123	Single Tag
Not Filed	FF123 ▼	Multiple Tags

Flight Tags

2. FLIGHT STATUS BOARD

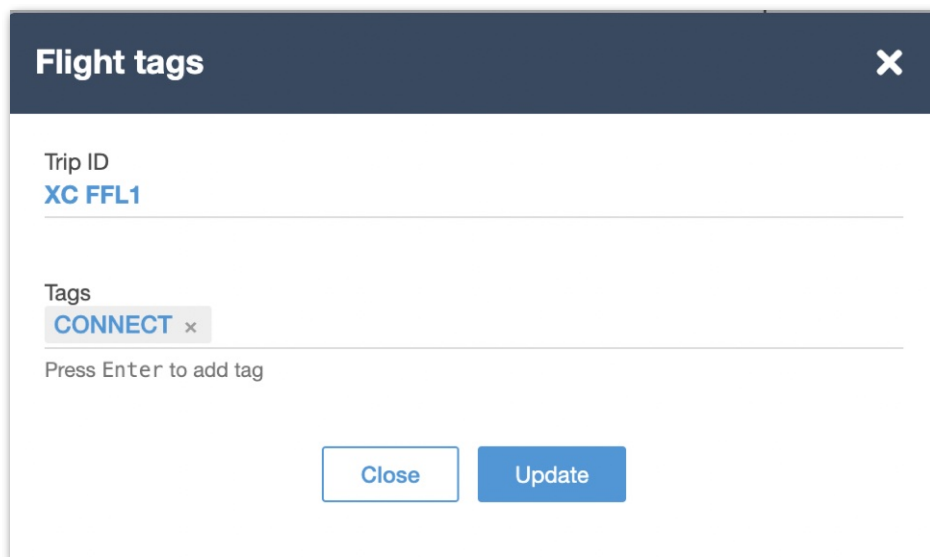
Flights with multiple Tags

If a flight has either more than one Tag *or* a Tag and Trip ID, a blue triangle is displayed to the right of the tag.

Flights with multiple Tags can add, edit, and remove Tags and Trip IDs from the Flight Status Board. Flights without multiple Tags or a Tag and Trip ID cannot.

To edit a flight's Tags from the Flight Status Board:

1. Click the (blue) triangle to the right of the tag to expand the menu.
2. Click **Edit Tags** at the bottom of the Flight tags menu.
3. Manually edit the Trip Id or Tag.
4. Click **Update**.

A screenshot of a modal window titled "Flight tags" with a close button (X) in the top right corner. The window contains two input fields. The first is labeled "Trip ID" and contains the text "XC FFL1". The second is labeled "Tags" and contains the text "CONNECT" followed by a small 'x' icon. Below the "Tags" field is the instruction "Press Enter to add tag". At the bottom of the modal are two buttons: "Close" and "Update".

Flight tags X

Trip ID
XC FFL1

Tags
CONNECT x

Press Enter to add tag

Close Update

Flight Status Board - Flight tag menu

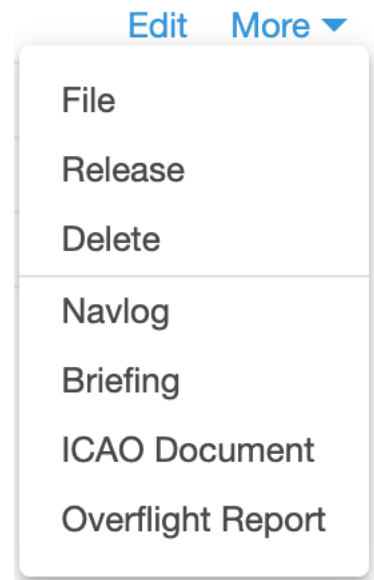
2. FLIGHT STATUS BOARD

2.6.9 Edit and More Buttons

To the right of every flight, there are **Edit** and **More** buttons.

The **Edit** button opens the Flight Editor for the flight you selected. **More** gives you access to a number of quick actions and documents.

- **File** is only visible for flights that have not yet been filed. **File** submits the flight plan to ATC.
- **Cancel** (Only shown if File has been selected) removes the flight from the ATC database or prevents the plan from being filed if it has not yet been transmitted.
- **Release** sends the flight plan to the crew members entered in the Crew section.
- **Delay** (Only shown if File has been selected) is equivalent to amending and re-filing a flight plan with a new ETD.
- **Delete** (Only shown if File has been selected) removes the flight from Dispatch.
- **Navlog** shows the flight's Navlog in a new tab.
- **Briefing** shows the flight's Briefing in a new tab.
- **ICAO Document** shows the flight's ICAO PDF document in a new tab.
- **Overflight Report** shows the flight's Overflight Report in a new tab.



NOTE: If the flight is not *released*, it will not appear on the crew member's device.

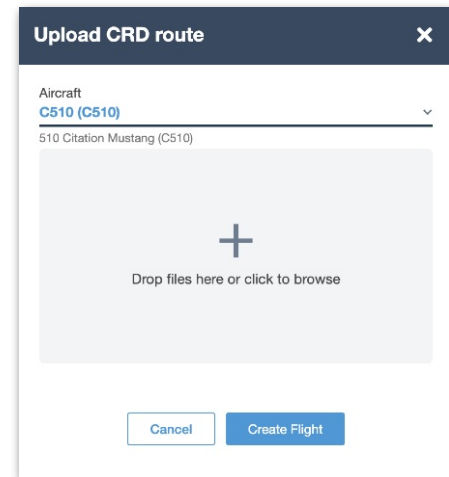
2. FLIGHT STATUS BOARD

2.7 CRD Import

Military

CRD is the standard output for military flight planning systems. All Military Flight Bag (MFB) accounts can add flights to Dispatch by importing individual CRD files. To import a CRD file:

1. Select **Dispatch > Flights**
2. Click the down arrow next to **New Flight**
3. Select **From CRD**
4. In the *Upload CRD route* menu, select an aircraft from the dropdown menu
5. Drag and drop a CRD file into the popup menu or browse your computer's file system for the appropriate file.
6. Select **Create Flight**



CRD Import Menu

When CRD files are imported, they are displayed at the top of the Flight Status Board in the *CRD Upload* section. Select **Edit** to the right of any flight to open it in the Flight Editor. Select **Dismiss** to hide the CRD Upload section. Flights that are added via CRD import are integrated in the Flight Status Board and can be searched and filtered as with any other flight.

Departure times and cruise altitudes which are included in a CRD file are imported. Top of climb and descent points are not imported and are instead determined by Dispatch. Waypoints in a CRD that are not in the Dispatch database are converted to coordinates. CRD files can be imported more than once. Each time a CRD file is imported, a new flight is created.

CRD Upload					Dismiss
ETD	AIRCRAFT	DEPARTURE	DESTINATION	ROUTE	
Feb 22, 00:00Z	C510	KDYS	KAUS	3219N09937W 3155N09938W 3208N09936W 3208N09924W 3153N09923W 3153...	Edit
Jul 16, 05:00Z	GULFSTREAM3	KDMA	N404608.100W1191110.020	N0210F005 N321658.710W1103640.810 N323019.690W1102313.180 N325027.35...	Edit
Feb 22, 00:00Z	C510	KDYS	KAUS	3219N09937W 3155N09938W 3208N09936W 3208N09924W 3153N09923W 3153...	Edit

Flight Status Board - CRD Upload Section

AIRCRAFT

Flight planning is done with *published* aircraft which have a Dispatch license. If an aircraft profile is not published, it will not be visible when planning in Dispatch. If an aircraft is published, but a Dispatch license has not yet been purchased, the aircraft will be visible, but it will not be available to select.

For Dispatch licensing information, visit foreflight.com/products/dispatch.

To create an aircraft for your flight department, you must be an administrator on the ForeFlight account. To create an aircraft,

1. Select **Aircraft** from the sidebar.
2. At the top of the Aircraft list, click **New Aircraft** or select an existing aircraft profile.
3. Enter the aircraft-specific information in the appropriate fields.
4. Click **Publish** near the bottom of the screen.

NOTE: Once an aircraft is published, it is available to everyone on the account. Changes made to a published aircraft are immediately available.

3. AIRCRAFT

3.1 General

The General section specifies basic information about your aircraft. Manually enter or use the dropdown menus to complete the General section. Descriptions for each General field are listed on the following page. **Tail Number** specifies the registration number, including the country code for the aircraft. Use only letters and numbers in the Tail Number field.

GENERAL					
Tail Number 605CH		Serial Number 123		Aircraft Type Challenger 605 (CL60)	Aircraft Category Airplane
Primary Color White	Color 2 Gray	Color 3 Optional	Color 4 Optional	Aircraft Home KAUS	Airspeed Units Knots
Length Units Millimeters					

Aircraft General Section

Serial Number is an optional field and can consist of only letters and numbers.

Aircraft Type includes a built-in type code search engine. Enter the aircraft make or model in the search box. Scroll through the list to find your aircraft and select the appropriate type code.

NOTE: Ensure the aircraft type includes any applicable supplemental type certificates.

Aircraft Category offers a dropdown to select Airplane, Rotorcraft, or Other.

Primary Color is defined by the majority color of the aircraft.

Color 2, 3, and 4 are optional and allow you to define up to three other colors, other than the majority color, that distinguish the aircraft.

Aircraft Home specifies the ICAO code for the airport where the aircraft is based.

Airspeed Units specifies whether the aircraft shall use Knots or MPH.

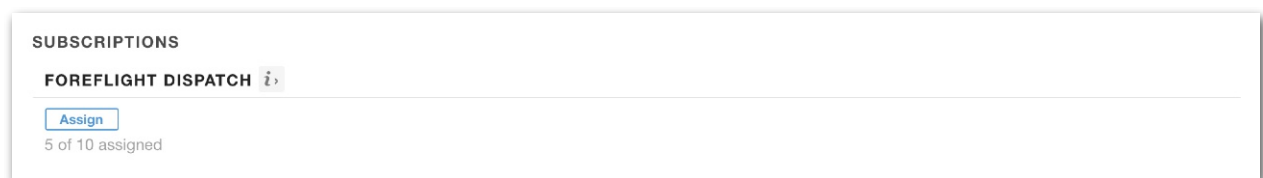
Length Units specifies if the aircraft's W&B uses Inches, Feet, Meters, Millimeters, or Centimeters.

3. AIRCRAFT

3.2 Subscriptions

The Subscription section allows ForeFlight administrators to [Buy](#) or [Cancel](#) Dispatch licenses. If a Dispatch license was purchased and not automatically assigned to the aircraft, click [Assign](#) in the Subscription section to assign the Dispatch license to the aircraft. Assigning a Dispatch license to an aircraft makes the aircraft available for use in Dispatch.

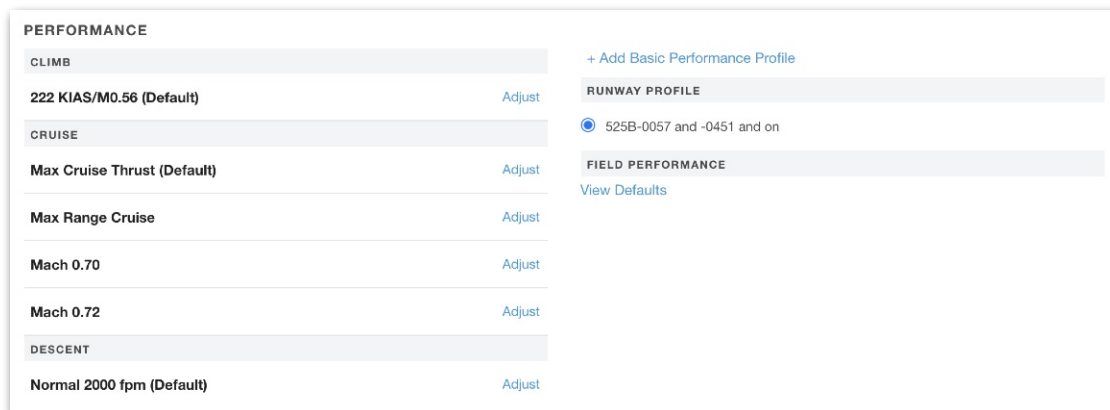
To remove a Dispatch license from an aircraft, click [Cancel](#). Canceling a Dispatch license results in an account credit for the unused time on that aircraft's subscription.



Aircraft - Subscription Section

3.3 Performance

The Performance section depicts climb, cruise, descent, and runway performance profiles for the selected aircraft.



Aircraft Performance Section

3. AIRCRAFT

3.3.1 Climb/Descent Model Adjustments

Clicking [Adjust](#) in the *climb* or *descent* section allows you to modify climb or descent performance by a specified time or fuel amount. Enter a time *or* fuel bias and select [Apply](#) to adjust the planning results for subsequent flights.

If your planning results overestimate the amount of fuel or time it takes to climb or descend, you can apply a negative bias by entering a minus sign before the amount as depicted in the example below.

3.3.2 Aircraft with Multiple Climb or Descent Profiles

If your aircraft has more than one climb or descent profile, apply a bias to all profiles by selecting the **Apply Bias to All Climb/Descent Profiles** checkbox. To make a climb or descent profile the default, select [Make Default](#).

250/260/280 KCAS/M0.80

MODEL ADJUSTMENTS

Fixed Time Bias (min)
0

Fixed Fuel Bias (lbs)
-100

[Clear](#)

☐ Apply Bias to All Climb Profiles

[Cancel](#)

[Make Default](#)

[Apply](#)

Climb Performance Bias

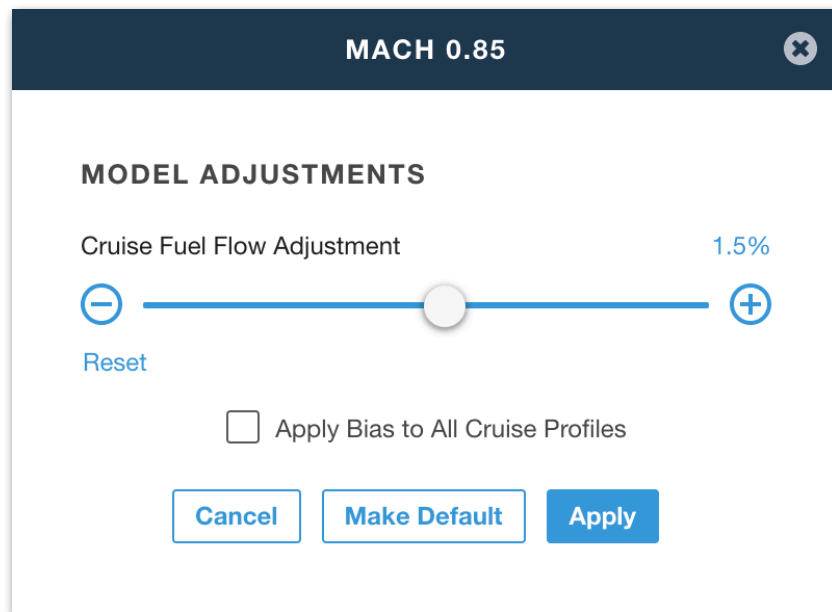
3. AIRCRAFT

3.3.3 Cruise Model Adjustments

Clicking **Adjust** in the *cruise* section allows you to modify cruise performance calculations by a percentage. For example, if your aircraft burns 5% more fuel than what manufacturer data suggests, use the slider to adjust your fuel burn by +5% and click **Apply**.

To apply the cruise adjustment to all cruise performance profiles, select the **Apply Bias to All Cruise Profiles** checkbox. To make a cruise profile the default profile, select **Make Default**.

Default profiles append **(Default)** to profile name. If adjusting the default profile, the **Make Default** button is disabled.



The screenshot shows a dialog box titled "MACH 0.85" with a close button (X) in the top right corner. The main heading is "MODEL ADJUSTMENTS". Below this, the text "Cruise Fuel Flow Adjustment" is followed by a slider control. The slider has a minus sign (-) on the left and a plus sign (+) on the right. The current value is 1.5%, indicated by a blue line and text. Below the slider is a "Reset" link. Underneath the slider is a checkbox labeled "Apply Bias to All Cruise Profiles", which is currently unchecked. At the bottom of the dialog are three buttons: "Cancel", "Make Default", and "Apply".

Cruise Performance Model Adjustment

3. AIRCRAFT

3.3.4 By-Altitude Profiles

By-Altitude performance profiles allow you to define aircraft performance in the event a performance profile does not exist for your aircraft. By-Altitude profiles are available to all pilots on your account if the aircraft is published.

To create a custom profile, select [+ Add Basic Performance Profile > By-Altitude Profile](#).

Provide climb and descent information for your profile. Include climb and descent fuel flow at low and high altitudes. Dispatch will interpolate climb and descent performance based on the entire.

Provide a name for the en route performance profile (ex. Max Thrust) and define your aircraft's Max Ceiling. Enter aircraft performance for every row up to the aircraft's max ceiling using your aircraft performance charts/tables. When the table is complete, select **Save** at the bottom of the screen.

Multiple custom profiles can be created if necessary. The custom profile can be set as the aircraft's default by selecting **Make Default** near the top of the screen. Custom performance profiles can be selected from the Flight Editor.

< Aircraft

N512FA - Max Thrust

Make Default

CLIMB MODEL

Climb Name

Optional

Low altitude point fuel flow (pph)

1,000

High altitude point fuel flow (pph)

850

DESCENT MODEL

Descent Name

Optional

Low altitude point fuel flow (pph)

900

High altitude point fuel flow (pph)

650

CRUISE MODEL

Cruise Name

Max Thrust

Aircraft Max Ceiling (ft)

51,000

PRESSURE ALT (FT)	CLIMB IAS (KTS)	RATE OF CLIMB (FPM)	CRUISE TAS (KTS)	FUEL FLOW (PPH)	DESCENT IAS (KTS)
0'	150	900	230	970	250
1,000'	150	900	230	970	250
2,000'	150	900	230	970	250
3,000'	151	930	235	960	250
4,000'	151	930	235	960	250
5,000'	151	950	237	955	250
6,000'	151	950	238	950	250
7,000'	152	950	240	945	250
8,000'	152	950	242	940	250
9,000'	153	950	245	935	250
10,000'	...	...	...	...	...
11,000'	...	...	...	...	...

By-Altitude Profile

3. AIRCRAFT

3.3.5 Runway Profile

The Runway Profile section list the available runway performance profiles for the selected aircraft. An active [Runway Analysis](#) license is required to view the Runway Profile.

RUNWAY PROFILE

☒ FAA, EASA: Serials 6001 and on for model G650 with 99600 lbs MTOW

Runway Profile Setting

3.3.6 Field Performance

The Field Performance section specifies default takeoff and landing configurations for the aircraft. Click [View Defaults](#) from an *administrator* account to make edits.

Field performance data is populated with manufacturer data by default. Edit the default configuration for subsequent flights on the Aircraft page or make edits to individual flights using **Flight Editor** > [Runway Analysis](#).

TAKEOFF			
Takeoff Flaps 20°	▼	V1 Type V1 BFL	▼
Spoilers Automatic	▼	Thrust Reversers One or Both	▼
Prolonged Flight in Icing Expected No	▼	Obstacle Corridor FAA	▼
LANDING			
Landing Flaps 39°	▼	VREF Increment (KCAS) Optional	▼
Autobrakes Off	▼	Spoilers Automatic	▼
HUD Guidance No	▼	Engine Operation Without Alternate Control/LP	▼
Drag Index Optional	▼	Brake Degrad/Failure None	▼
		Landing Factor 1.0	▼

Field Performance Default Configuration

3. AIRCRAFT

Takeoff Configuration

The following options specify the state of the aircraft during takeoff. Options are *only* visible if they are applicable to your aircraft type.

- **Anti-Ice/Ice Protection** specifies the state of the aircraft's anti-ice system during takeoff.
- **ATR** specifies the use of automatic thrust reverse (ATR) during a rejected takeoff.
- **Deice Fluid** specifies if deicing fluid is applied.
- **Drag Index** specifies a drag index greater than the default of zero. Drag index corrections are intended for special mission aircraft with a higher drag level than standard.
- **Prolonged Flight in Icing Expected** specifies if prolonged flight in icing conditions is expected.
- **Spoilers** specifies if the aircraft's spoilers will be activated automatically or manually in the event of a rejected takeoff.
- **Surface Condition** specifies the surface conditions of the departure airport.
- **Takeoff Flaps** specifies the flap setting used during takeoff.
- **Thrust Reversers** specifies the state of the aircraft's thrust reversers during a rejected takeoff.
- **V₁ Type** specifies a V₁ speed for takeoff. **V₁ MIN** and **V₁ MAX** are the lowest and highest values of V₁ that satisfy maximum weight and runway length limits. **V₁ BFL** is the Balanced Field Length, or the point at which the Takeoff Run Available and Accelerate-Stop Distance Available are equal.

3. AIRCRAFT

Landing Configuration

The following options specify the state of the aircraft during landing. Options are *only* visible if they are applicable to your aircraft type.

- **Anti-Ice** specifies the state of the aircraft's anti-ice system during landing.
- **Auto-Brakes** specifies the amount of auto-brake used during landing.
- **Brake Degrade/Failure** specifies if brake degradation or failure during the landing roll is expected.
- **Drag Index** specifies a drag index greater than the default of zero. Drag index corrections are intended for special mission aircraft with a higher drag level than standard.
- **Engine Operation** specifies if engine thrust is set using the alternate control mode where thrust is set using LP (N1) speed.
- **HUD Guidance** specifies if HUD guidance will be utilized during landing.
- **Landing Flaps** specifies the flap setting to be used during landing. The available options in the dropdown menu are based on manufacturer data.
- **Landing Safety Factor** allows flight planners to add a margin of safety to analysis. The landing safety factor is multiplied by the actual landing distance.
- **Prolonged Flight in Icing** specifies if prolonged flight in icing conditions is expected.
- **Spoilers** specifies the state of the aircraft's spoilers during the landing roll.
- **Surface Condition** allows the flight planner to specify the surface conditions of the departure airport.
- **Thrust Reversers** specify the state of the aircraft's thrust reversers during the landing roll.
- **V_{REF} Increment** allows flight planners to increase the V_{REF} speed of an aircraft by specifying an amount of speed to add to V_{REF}. This feature is often used to increase approach and landing speed during periods of gusty winds.

3. AIRCRAFT

3.4 Data Link Provider

If your aircraft has been configured with data uplink, the uplink provider will be depicted on this page. To set up a data link provider, visit www.foreflight.com/support/uplink/

3.5 Clearance Delivery

The Clearance Delivery section depicts whether pre-departure clearance (PDC) is enabled for the aircraft. If PDC is not yet enabled, click **Enable** to start the process of obtaining PDC. PDC notifications are sent to the following locations:

- PIC account email address
- SIC account email address
- PIC phone number entered in Organization (see below)

The screenshot shows the ForeFlight web interface. The top navigation bar includes the ForeFlight logo and the text 'A Boeing Company'. Below this, the 'Organization' section is active, showing 'YourNameHere' and the 'User' 'susan@foreflightdispatch.com'. The main content area displays a profile card for 'Susan Aviator' with fields for 'Full Name', 'Phone Number' (123-456-7890), 'Crew Code', 'Email Address' (susan@foreflightdispatch.com), and 'Roles'. A red arrow points to the 'Phone Number' field. Below the profile card is a table for 'DEVICE NAME' with columns for 'MODEL', 'LAST UPDATED', 'IOS', and 'APP'. The table is currently empty, with a message 'No devices are currently signed in.' Below the table is a section for 'JEPPESEN COVERAGES' with a search bar. At the bottom, there is a table for 'COVERAGE' with columns for 'ACCOUNT', 'SERIAL', 'SEATS REMAINING', and 'TAIL NUMBER'. The table is empty, with a message 'No Jeppesen account connected. Click here to connect your account.'

PDC Notification Phone Number

NOTE: PDC is enabled on a per tail basis. For more information, visit www.foreflight.com/products/pdc.

3. AIRCRAFT

3.6 Glide Performance Section

The Glide Performance section allows for the specification of the aircraft's all-engines off glide characteristics. Entering a value in this section will affect the display of the Glide Advisor on the map in ForeFlight Mobile.

To enter the aircraft's glide information, enter a whole or decimal number in the Best Glide Ratio field. For example, aircraft with an 8.5:1 glide ratio should enter 8.5. Similarly, aircraft with a 9:1 glide ratio should enter 9.

3.7 ETP Configuration

Dispatch can determine the equal time point (ETP) between specified airport pairs. The ETP Configuration section of an aircraft's profile allows for customization of altitudes and performance profiles used to determine ETP results. By default, if no ETP information is entered, Dispatch will use standard altitudes and performance profiles to determine results.

ETP CONFIGURATION			
DEPRESSURIZATION SCENARIO			
Available Oxygen (Min) Optional	Initial level off altitude (ft) Optional	Final level off altitude (ft) Optional	Depressurization Profile Optional
MEDICAL SCENARIO			
Medical Cruise Mode Optional			
GENERAL FUEL PARAMETERS			
APU Fuel Burn (lbs/hr) 0	Anti-Ice/Ice-Accretion % 0	ETP Reserve Time (Min) 0	ETP Fuel Bias % 0

Aircraft - ETP Configuration

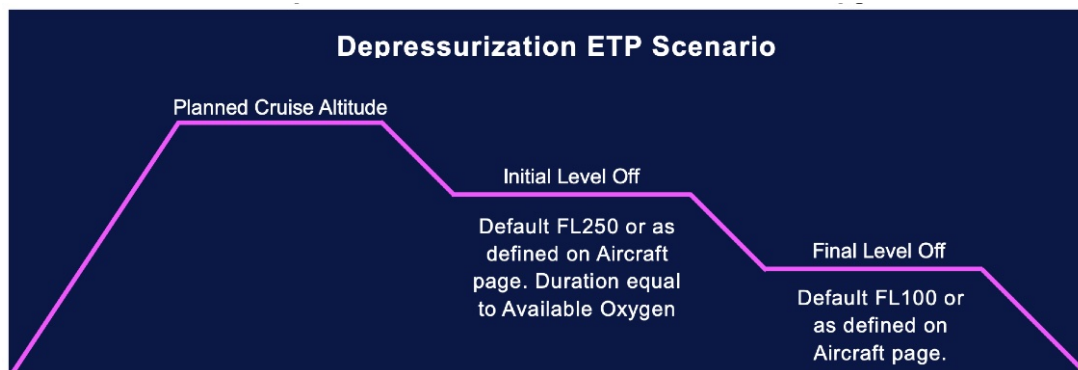
3. AIRCRAFT

3.7.1 Depressurization Scenario

Dispatch computes ETP for depressurization scenarios by assuming aircraft without available oxygen will immediately perform an emergency descent to 10,000 ft. If your operation specifies a different altitude for depressurization scenarios, it can be specified in **Aircraft > ETP Configuration > Final level-off altitude**.

If an aircraft ETP profile is configured with available oxygen (**Aircraft > ETP Configuration > Available Oxygen (Min)**), Dispatch will factor an intermediate level-off altitude of FL250 for the number of minutes specified in available oxygen minutes. The amount of available oxygen is not affected by the planned amount of passengers or crew on a flight. The time planned at the intermediate altitude is exclusively controlled by the available oxygen setting.

If *no* available oxygen is specified, no intermediate level-off altitude is included in the calculations. If the altitude your aircraft will cruise at using available oxygen is different than FL250, it can be adjusted in **Aircraft > ETP Configuration > Initial level off altitude**.



ETP Depressurization Scenario with Available Oxygen

3. AIRCRAFT

3.7.2 Depressurization Profile

By default, Dispatch computes ETP for depressurization scenarios using the All Engine Operating (AEO) *Max range* profile. In total, there are four depressurization profiles from which to choose:

- **AEO Max range (Default)** - Max range for given altitude as per manufacturer data.
- **AEO Max speed** - Max true airspeed for given altitude as per manufacturer data.
- **Engine Out** - One Engine Inoperative (OEI) performance for given altitude as per manufacture data.
- **Most Critical** - The depressurization profile that requires the most amount of fuel.

ETP Report		
ETP #1 DEPRESSURIZED FL 80 @ 204KT, AEO LRC (NO OXYGEN STEP)		
LAT/LON	KGLS	KPHX
	N3142.5 W10333.7	
FUEL, TIME & DISTANCE TO ETP	1260 lbs / 1h35m / 474nm	
REMAINING FUEL AT ETP	1606 lbs	
DISTANCE TO ETP ALTERNATE	473nm	441nm
AVERAGE WIND	5kt tail (246°/007)	8kt head (245°/011)
AVERAGE ISA/TEMPERATURE	+10 / 9 C	+10 / 10 C
MSA	FL 88	FL 172
FUEL & TIME FROM ETP TO ETP ALTERNATE	1372 lbs / 2h13m	1374 lbs / 2h14m
RESERVE FUEL & TIME	232 lbs / 0h30m	232 lbs / 0h30m
MIN REQUIRED FROM ETP TO ETP ALTERNATE	1604 lbs	1606 lbs
MIN REQUIRED FROM DEP TO ETP ALTERNATE	2864 lbs	2866 lbs
ETP ALTERNATE LANDING FUEL	236 lbs	232 lbs

Navlog ETP Report - Most Critical Depressurization Scenario (AEO LRC)

If the **Most Critical** *depressurization* profile is selected, Dispatch compares AEO Max range, AEO Max speed, and Engine out to automatically determine which profile requires the most amount of fuel. When Most Critical is selected, the profile requiring the most amount of fuel (Most critical) will be depicted in the Navlog.

3. AIRCRAFT

3.7.3 Medical Scenario

In an emergency where the aircraft needs to land as quickly as possible without the need for a descent (i.e., medical emergency), Dispatch will plan for the aircraft to continue in level flight until the final descent phase.

If no specific medical cruise profile is selected, Dispatch will use the *max speed cruise profile* to determine the applicable equal time points between specified airports.

To select a different default Medical Cruise profile, select **Aircraft > Medical Scenario > Medical Cruise Mode** and specify a performance profile.

MEDICAL SCENARIO

Medical Cruise Mode

Optional

FOREFLIGHT

Mach 0.85

Climb: 250/300/M0.80

Descent: M0.80/300/250

Long Range Cruise

Climb: 250/300/M0.80

Descent: M0.80/300/250

Mach 0.82

Climb: 250/300/M0.80

Descent: M0.80/300/250

Mach 0.80

Climb: 250/300/M0.80

Descent: M0.80/300/250

Mach 0.84

Climb: 250/300/M0.80

Descent: M0.80/300/250

Mach 0.83

Climb: 250/300/M0.80

3. AIRCRAFT

3.7.4 General Fuel Parameters

ETP calculations can be further customized with the General Fuel Parameters section. For more accurate ETP planning results, enter information about Auxiliary Power Unit (APU) fuel burn, structural icing performance, and unique fuel reserve requirements for emergency scenarios. Values entered in the General Fuel Parameters section are applied to all ETP scenarios.

GENERAL FUEL PARAMETERS			
APU Fuel Burn (lbs/hr)	Anti-Ice/Ice-Accretion %	ETP Reserve Time (Min)	ETP Fuel Bias %
150	20	60	5
Minimum ETP Landing Fuel (lbs)			
300			

Aircraft - ETP General Fuel Parameters

- **APU Fuel Burn** specifies an amount of fuel burn per hour to account for APU fuel use. APU fuel burn may be applicable in some OEI scenarios.
- **Anti-Ice/Ice-Accretion** specifies a fuel burn penalty depicted as a percentage of total fuel flow to account for ice accretion. For example, if you anticipate icing conditions that will lead to an extra 10% of fuel burn on the flight, you should enter 10 in this field.
- **ETP Reserve Time (Min)** specifies an amount of reserve fuel, expressed in minutes, specific for all ETP scenarios.
- **ETP Fuel Bias** specifies a fuel burn penalty depicted as a percentage to produce conservative ETP results. For example, if you'd like to calculate 15% more fuel for all ETP scenarios, you should enter 15 in this field.
- **Minimum ETP Landing Fuel** specifies the minimum amount of fuel in pounds or kilograms that the aircraft should land with at an ETP diversionary airport.

3. AIRCRAFT

3.8 ETOPS Calculations

The ETOPS Calculations section is where time and distance requirements for your operation's ETOPS calculations are specified. ETOPS time range is between 60 - 370 minutes, and the distance range is 50-9999 nautical miles. Use the [+ Add New Range](#) button to specify an ETOPS range.

If more than one ETOPS calculation is specified, multiple rings will be drawn on the maps for each entry.

ETOPS CALCULATIONS

TIME RANGE (MIN)	DISTANCE RANGE (NM)	
60-370 (Required)	50-9999 (Required)	Delete
+ Add new range		

Aircraft - ETOPS Calculations

Aircraft ETOPS Configuration

To configure an aircraft for ETOPS calculations:

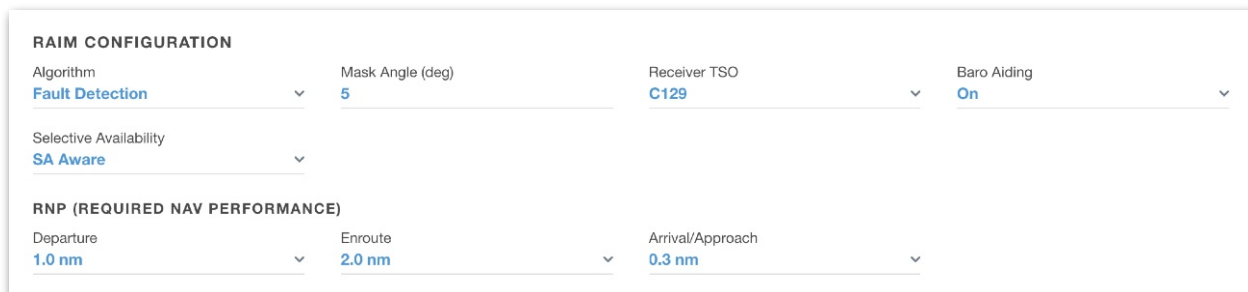
1. Select [Aircraft](#) from the sidebar.
2. Select the aircraft to be edited.
3. Scroll to the ETOPS Calculations section.
4. Click [+ Add New Range](#).
5. Enter your ETOPS time and distance requirements.

NOTE: ETOPS Time Range and Distance Range should reflect one-engine inoperative performance.

3. AIRCRAFT

3.9 RAIM Configuration

The RAIM configuration section specifies the criteria used for RAIM predictions. RAIM configuration settings are unique to each aircraft.



The screenshot displays the RAIM Configuration interface with the following settings:

- RAIM CONFIGURATION**
 - Algorithm: **Fault Detection**
 - Mask Angle (deg): **5**
 - Receiver TSO: **C129**
 - Baro Aiding: **On**
 - Selective Availability: **SA Aware**
- RNP (REQUIRED NAV PERFORMANCE)**
 - Departure: **1.0 nm**
 - Enroute: **2.0 nm**
 - Arrival/Approach: **0.3 nm**

Aircraft - RAIM Configuration

Algorithm options for fault detection are:

- **Fault Detection** detects differences between a satellite's pseudo-range measurement and expected value. This is the default algorithm.
- **Fault Detection Exclusion** is an enhancement that allows continued operation in the presence of a failed GPS by excluding it from any position or RAIM calculations.

Mask Angle (deg) is the minimum acceptable elevation above the horizon that a GPS satellite has to be at to avoid blockage of line-of-sight. The default value is 5°. The mask angle can be set between 0 - 25° in 0.5° increments.

Receiver TSO is used to specify if your aircraft is WAAS enabled.

- **TSO C129 & C196** refers to non-WAAS systems.
- **TSO C145/C146** refers to WAAS-enabled systems.

Baro-Aiding allows for the substitution of barometric pressure in place of a fifth satellite.

Selective Availability (SA) is a discontinued technique that assumed degraded GPS accuracy. Early GPS receivers are unaware SA was discontinued and thus look for a wider area than necessary.

- **SA Aware** should be selected with newer GPS receivers that behave as if SA is discontinued.
- **SA Unaware** should be selected for GPS receivers that behave as if SA still active.

3. AIRCRAFT

3.9.1 Required Nav Performance (RNP)

RNP specifies the minimum accuracy the GPS must be able to confirm during the departure, en route, and arrival phases of flight. By default, Dispatch evaluates RNP for the entirety of your flight, including:

- The departure procedure, or within 50 nm of departure if no departure procedure is entered, at 1.0 nm RNAV integrity.
- The En route portion of the flight at 2.0 nm precision.
- The arrival and approach phase at 0.3 nm.

RNP values can be edited with a dropdown menu for each phase of flight to meet your operation or aircraft requirements.

3.10 Altitudes

The altitude section sets a default cruise and maximum altitude for the aircraft. The Maximum Ceiling field sets the upper cut-off for the Altitude Advisor. Not entering a value for Maximum Ceiling will result in the Altitude Advisor returning results up to FL570.

The default cruise altitude is used when planning with ForeFlight Mobile and ForeFlight Web. When planning with Dispatch, an *optimal* altitude for the route is determined and the default cruise altitude is ignored.

To specify minimum or maximum altitudes for the flight, the [Route Builder](#) should be used.

ALTITUDES	
Default Cruise Altitude (ft)	Max Ceiling (ft)
41,000	41,000

Aircraft - Altitude Section

3. AIRCRAFT

3.11 Weights

The weights section specifies the various aircraft weight limits.

WEIGHTS			
Weight Units Pounds	Basic Empty Weight 11,905	Max Zero Fuel Weight 14,263	Max Ramp Weight 18,617
Max Takeoff Weight 18,551	Max Landing Weight 17,272		

Aircraft - Weights Section

Weight Units allows an aircraft to use pounds or kilograms for flight planning purposes.

Basic Empty Weight is an auto-populated value and should be edited to reflect the actual basic empty weight of the aircraft.

Max Zero Fuel Weight is an auto-populated value and should be verified. The max zero fuel weight limit is the maximum weight the aircraft can be with zero fuel onboard.

Max Ramp Weight is an auto-populated value and should be verified.

Max Takeoff Weight is an auto-populated value and should be verified.

Max Landing Weight is an auto-populated value and should be verified.

3. AIRCRAFT

3.12 Weight and Balance

Weight and Balance (W&B) is calculated for each flight when the aircraft used for flight planning has a properly configured W&B profile. W&B profiles are configured by account administrators on the Aircraft page. W&B profiles are configured by defining the following variables for your aircraft:

- W&B Profile Name
- Aircraft Basic Empty Weight (BEW)
- Aircraft Basic Empty CG
- Station Descriptions
- Station Locations (arm)
- Station Weight Limits (if applicable)
- Aircraft Forward and Aft CG Limits

GENERAL

Profile Name
12-Passenger Arrangement

Basic Empty CG (mm)
256.3

Basic Empty Weight (lbs)
27,151

☐ Use CG in %MAC

STATIONS

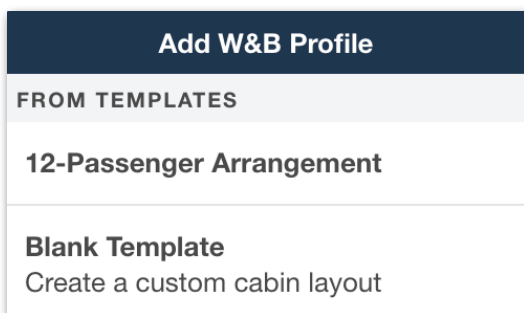
STATION DESCRIPTION	ARM (mm)	WEIGHT LIMIT (lbs)	BOW
 Flight Deck 2 Seats	6477	760	Delete Copy Edit
 Nav Chart Case	6845.3	50	Delete Copy Edit
 Flight Deck 1 Seat	7442.2	None	Delete Copy Edit
 Wardrobe Closet	7493	68	Delete Copy Edit
 Galley Storage	8102.6	440	Delete Copy Edit
 Row 1 2 Seats	9598.7	None	Delete Copy Edit
 Row 2 2 Seats	10899.1	None	Delete Copy Edit
 Sideledge	11112.5	18	Delete Copy Edit
 Row 3 2 Seats	12291.1	None	Delete Copy Edit
 Divan 1 Seat	12402.8	None	Delete Copy Edit
 Liferaft Storage	12649.2	None	Delete Copy Edit
 Divan 1 Seat	12885.4	None	Delete Copy Edit

Aircraft - Weight and Balance Configurator

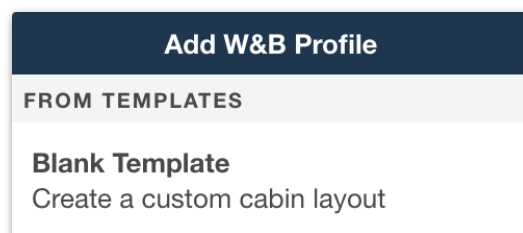
3. AIRCRAFT

3.12.1 W&B Templates

Select aircraft have prebuilt W&B templates which only require basic operating weight, CG, and station verification to complete. Prebuilt profiles are listed above the **Blank Template** option in the *Add W&B Profile* pop-up. If a prebuilt template does not yet exist for your aircraft configuration, you can create a custom W&B profile using the **Blank Template**.



**Aircraft with 12-Passenger
Prebuilt W&B Template**



**Aircraft without Prebuilt
Templates**

3.12.2 Pre-Built W&B Templates

To configure an aircraft with a pre-built W&B template, follow the steps below.

1. Select **Aircraft** from the sidebar.
2. Select the aircraft to be configured or create a new aircraft.
3. Scroll to the Weight & Balance section and select **+ Add W&B profile**.
4. Choose the prebuilt template from the *Add W&B Profile* pop-up.
5. Enter the aircraft's Basic Empty Weight and CG in the **General section** of the W&B Configurator.
6. Verify **station arms**, limits, and CG limits (CG Envelope).
7. Select **Save**.

Note: Aircraft Basic Empty Weight and CG are available in the Weight and Balance section of the aircraft flight manual.

3. AIRCRAFT

3.12.3 Blank W&B Templates

To create a W&B profile for an aircraft without a pre-built template, follow the steps below.

1. Select **Aircraft** from the sidebar.
2. Select the aircraft to be configured or create a new aircraft.
3. Scroll to the Weight & Balance section and select **+ Add W&B profile**.
4. Select **Blank Template**
5. Provide a W&B Profile Name and enter the aircraft's Basic Empty Weight and CG in the **General section**.
6. Add **station** descriptions, arms, and limits.
7. Define CG limits for the aircraft (CG Envelope).
8. Select **Save**.

3.12.4 Completed W&B Profiles

Once a W&B profile has been saved, it becomes available during flight planning on the **W&B page**. Additionally, completed W&B profiles are visible by selecting **Aircraft** from the left sidebar and scrolling to the Weight & Balance section. Profiles can be deleted, edited, or copied. Copying a W&B profile creates an exact duplicate of the original with the exception of the profile name containing the word “copy.”

WEIGHT & BALANCE		
12-Passenger Arrangement	Delete	Copy Edit
Standard 12 Passenger w/o Liferaft	Delete	Copy Edit
Standard 10 Passenger with Liferaft	Delete	Copy Edit
+ Add W&B profile		

Completed Aircraft W&B Profiles

3. AIRCRAFT

3.12.5 W&B General

The W&B *General* section contains the Profile Name as well as the aircraft's Basic Empty Weight and CG. It's also possible to specify if the aircraft's W&B is computed using %MAC in the General section by selecting the "Use CG in %MAC" checkbox.

GENERAL		
Profile Name	Basic Empty CG (in)	Basic Empty Weight (lbs)
Standard 12 Passenger w/o Liferaft	232.8	27,151
☐ Use CG in %MAC		

W&B General Section

Profile Name

The Profile Name supports alphanumeric and special characters. The profile name should be intuitive and descriptive. It's possible to have multiple W&B profiles for one aircraft. Effective descriptive naming for the W&B profile is highly recommended.

Basic Empty CG

The aircraft's basic empty CG, as defined in the aircraft's flight manual, should be entered in the Basic Empty CG field. The aircraft's unit of measure (in, ft, mm, cm) is depicted to the right of the Basic Empty CG label. To change the unit of measure, select **Aircraft** from the sidebar, scroll to the General section, and select the appropriate length unit for the aircraft. ForeFlight supports inch, feet, meter, millimeter, and centimeter. If a CG is entered and the unit of measure is later changed, the Basic Empty CG will be converted to the new unit.

Basic Empty Weight

The aircraft's Basic Empty Weight (BEW), as recorded in the aircraft's flight manual, should be entered in the Basic Empty Weight field. W&B supports pounds (lbs) and kilograms (kg). To change the unit of weight, select **Aircraft** from the sidebar, scroll to the Weight section, and select the appropriate weight unit for the aircraft.

Note: When creating a new aircraft profile, Dispatch will automatically assign a basic empty weight for the aircraft. The basic empty weight must be verified, and edited to compute W&B accurately.

3. AIRCRAFT

3.12.6 W&B Stations

The *Stations* section defines items along the longitudinal CG that change weight on a per-flight basis. For example, passenger and crew seats, closets, cargo compartments, freshwater tanks, and fuel tanks are all items with weights that can change each flight. Items with weights that vary from flight to flight should be entered in the *Station* section of the W&B configurator.

Prebuilt Templates

Select aircraft have prebuilt W&B templates which include all stations. This information is derived directly from the W&B section of the flight manual. When creating a W&B profile using a prebuilt template, each station's description, location (arm), and maximum weight limit is already entered but should be verified.

If a prebuilt template has minor differences compared to your aircraft's flight manual, select **Edit** for the stations that need correcting and manually edit the station description, arm, or weight limit as needed.

STATIONS			
STATION DESCRIPTION	ARM (mm)	WEIGHT LIMIT (lbs)	BOW
 Flight Deck 2 Seats	6477	760	Delete Copy Edit
 Nav Chart Case	6845.3	50	Delete Copy Edit
 Flight Deck 1 Seat	7442.2	180	Delete Copy Edit
 Wardrobe Closet	7493	68	Delete Copy Edit
 Galley Storage	8102.6	440	Delete Copy Edit
 Row 1 2 Seats	9598.7	None	Delete Copy Edit
 Row 2 2 Seats	10899.1	None	Delete Copy Edit

Example Station Section in Prebuilt Template

3. AIRCRAFT

Blank Templates

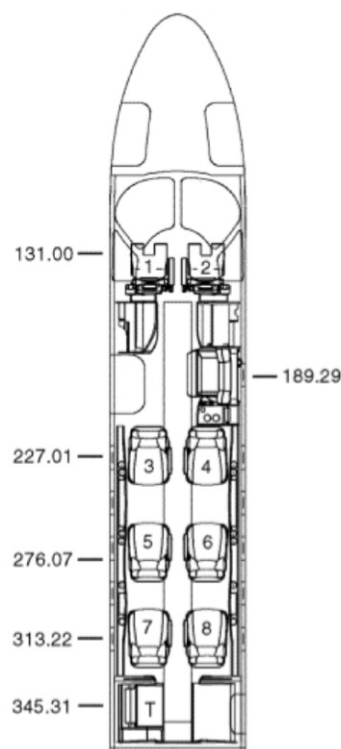
When creating a W&B profile from a blank template, three station rows are included by default, a *Cockpit* row, *Cargo* row, and *Fuel Tanks* row. Default station rows can be edited, copied, or deleted once additional rows are added.

STATIONS			
STATION DESCRIPTION	ARM (in)	WEIGHT LIMIT (lbs)	BOW
 Cockpit 2 Seats	0	None	Copy Edit
 Cargo Station 1	0	None	Copy Edit
 Fuel Tanks	0	0	Copy Edit
+ Add Station			

Stations Section - Blank Template

To complete the *Stations* section, follow the steps below:

1. Locate station information in the aircraft's flight manual. Station information may be graphical (as depicted to the right) or in table format. Weight limits may be found in the Limitations section of the flight manual.
2. Select [Edit](#) to modify the existing stations.
3. Manually edit the station's name, arm, and applicable weight limit. If the station is included in the aircraft's Basic Operating Weight, check the **Include in BOW** box.
4. Select Save or Close.
5. Select [+ Add Station](#) to add additional rows to the weight and balance profile.
6. Select the appropriate station type from the pop-up that appears. More information regarding station type is on the next page.



**Sample Flight Manual
Station Information**

3. AIRCRAFT

W&B Station Types

When adding a station, it's necessary to select a station type. The type of station determines how payload is distributed and what can be loaded in the station.

Crew and passengers can be loaded in single seats and rows of seats.

Note: The station name determines if the seat or row of seats is grouped under the passenger or crew section.

To add a single seat or row of seats that will be exclusively used by crew members, assign the station one of the following names:

- Pilot
- Flight Deck
- Jumpseat

When a station is assigned the name *Pilot*, *Flight Deck*, or *Jumpseat*, it is grouped into the Crew section, and crew members will be assigned to those seats. By default, the row of seats with the forward most CG is assumed to be reserved for the pilots.

Single Seat should be selected when a single passenger or crew seat exists on a given row. During flight planning, the single seat will be able to be used for passengers or crew. If the single seat is reserved for crew members only, naming the seat “Jumpseat” is recommended.

Select Type



Single Seat



Row of Seats



Cargo Area

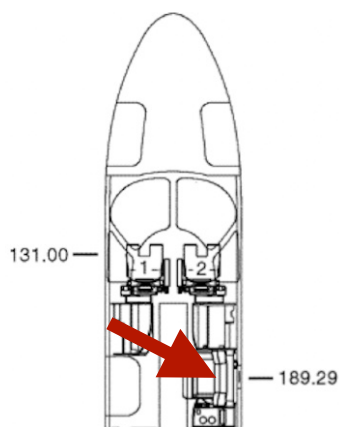


Aircraft Items



Fuel Tank

Station Types



SINGLE SEAT

Name

Jumpseat

Weight Limit (lbs)

250

Arm (in)

189.29

☐ Include in BOW

Notes

Cabin Attendant Jump Seat

Close

Save

3. AIRCRAFT

Row of Seats should be selected when one or more seats exist in a row. Enter a Row Name and the Row Arm near the top of the pop-up. If a maximum weight limit exists for a row, enter the limit under the Row Weight Limit field.

Select **+ Add Seat Load** or **Delete** to define the correct number of seats in the row. For example, if there are four seats in a row, select **+ Add Seat Load** until there are four items under the *Seats In This Row* section.

Provide a descriptive name for each individual seat. Example names are Row 1 LH, 1LH, Row 1A, 1A, etc.

Include a seat weight limit for each individual seat if applicable and specify if the seat is included in the aircraft's basic operating weight by checking the **Include in BOW** checkbox. Additional information regarding the *Include in BOW* checkbox is found on the next page.

Cargo Area should be selected for individual cargo compartments. W&B profiles should include a unique Cargo Area station for each cargo compartment with a unique arm.

When adding a Cargo Area, specify a descriptive name for the cargo compartment, the arm, and applicable weight limits.

The screenshot shows the 'ROW OF SEATS' pop-up form. At the top, there's a title bar with a close button. Below it, the form has two input fields: 'Row Name' with the value 'Row 1' and 'Row Arm (in)' with the value '227.01'. There's a 'Row Weight Limit (lbs)' field which is currently empty. Below this is a section titled 'SEATS IN THIS ROW' which contains a table. The table has three columns: 'NAME', 'LIMIT (LBS)', and 'INCLUDE IN BOW'. There are four rows of seats listed: 1A, 1B, 1C, and 1D. Each row has a limit of 300 lbs and an unchecked checkbox for 'INCLUDE IN BOW'. To the right of each row is a 'Delete' button. Below the table is a '+ Add Seat Load' button. At the bottom of the form is a 'Notes' section with the text 'Optional' and a text area. At the very bottom are 'Close' and 'Save' buttons.

NAME	LIMIT (LBS)	INCLUDE IN BOW	
1A	300	☐	Delete
1B	300	☐	Delete
1C	300	☐	Delete
1D	300	☐	Delete

Sample Row of Seats

The screenshot shows the 'CARGO AREA' pop-up form. It has a title bar with a close button. Below the title bar, there are two input fields: 'Name' with the value 'LH FWD Cargo' and 'Arm (in)' with the value '132.45'. There is a 'Weight Limit (lbs)' field with the value '100'. To the right of the weight limit field is a checkbox labeled 'Include in BOW' which is currently unchecked. Below these fields is a 'Notes' section with the text 'Optional' and a text area. At the bottom are 'Close' and 'Save' buttons.

Sample Cargo Area

3. AIRCRAFT

Aircraft Items should be selected for items that vary weight with each flight but are not used to store cargo, fuel, or people.

Example aircraft items are:

- Wardrobe Closets
- Galley Storage
- Navigational Chart Cases
- Cabinets
- Lavatory Storage

When adding Aircraft Items, specify a descriptive name, the arm, and applicable weight limits.

Include in BOW

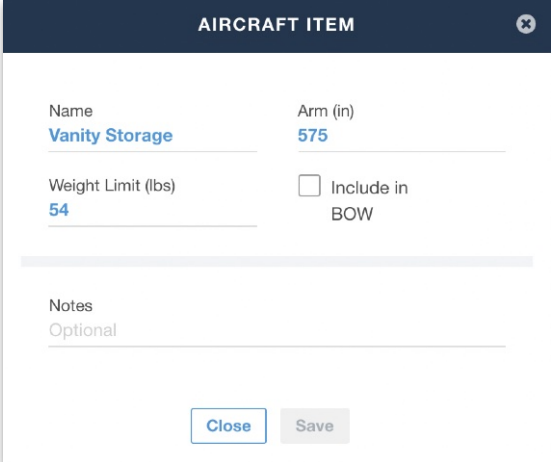
*Each station type (other than fuel) has an **Include in BOW** checkbox. Selecting the checkbox adds a Weight field to the pop-up.*

Items that do not vary weight between flights but are not included in the aircraft's basic operating weight should use this option. For example, a first aid bag, rescue equipment, supplemental raft.

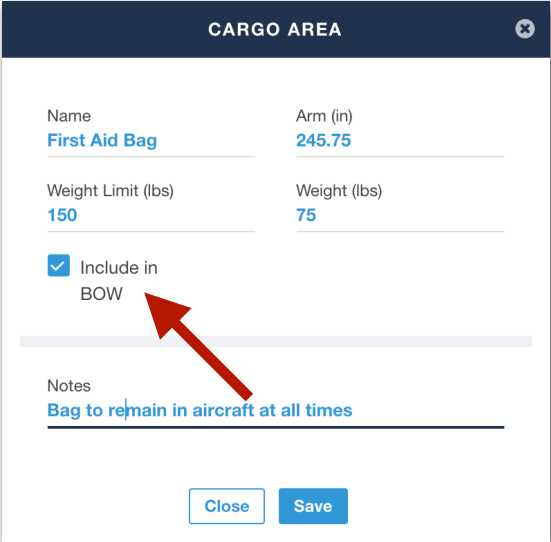
When Include in BOW is selected, and a weight is added, the item becomes inactive on the W&B page while flight planning and the weight is added to the aircraft's basic operating weight.

Notes

Each station type includes an option to add notes. Notes are designed to assist pilots with completing weight and balance. Notes are visible in ForeFlight Mobile by selecting **Flights > Weight and Balance > Review Notes**.



Sample Aircraft Item



Include in BOW

3. AIRCRAFT

Fuel Tanks

W&B supports multiple fuel tanks and fuel moment tables (variable arm). To add a fuel tank with a fixed arm, select **+ Add Station**, select Fuel Tanks  and enter the fuel tank's name, arm, and weight limit. Repeat these steps for each *fixed* arm fuel tank. If the aircraft does not consume fuel symmetrically, and thus has a variable fuel arm, check the *Variable Fuel Station* box.

Variable Fuel Station

When the Variable Fuel Station checkbox is selected, a Fuel Moment Table appears. The Fuel Moment Table specifies the moment of the fuel at various fuel loads. If an aircraft's fuel tank has a variable arm, there should be a variable fuel moment table in the aircraft's flight manual. The Fuel Moment Table in your flight manual will need to be manually copied to the Fuel Moment Table during setup. Ensure the variable fuel moment table units of measure (lbs, in, etc.) match what is entered into the Fuel Moment Table. To add a Fuel Moment Table:

1. Select **+ Add Fuel Moment** to add additional rows to the table.
2. Manually enter the fuel load and corresponding moment for *all* rows in the flight manual's Moment Table.
3. Once all rows have been entered click **Save**.

FUEL LOADING WEIGHT AND MOMENT TABLE (U.S. UNITS)

WING TANK FUEL		WING TANK FUEL (CONTINUED)	
WEIGHT (POUNDS)	MOMENT/100 (INCH-POUNDS)	WEIGHT (POUNDS)	MOMENT/100 (INCH-POUNDS)
100	311.72	3100	9585.70
200	619.45	3200	9903.94
300	923.80	3300	10222.86
400	1226.16	3400	10542.51
500	1527.43	3500	10863.04
600	1828.57	3600	11184.55
700	2130.74	3700	11506.99
800	2433.92	3800	11830.34
900	2737.96	3900	12154.57
1000	3042.77	4000	12479.66
1100	3348.26	4100	12805.61
1200	3654.36	4200	13132.44
1300	3961.04	4300	13460.18
1400	4268.25	4400	13788.90
1500	4575.96	4500	14118.64
1600	4884.49	4600	14449.44
1700	5193.78	4700	14781.30
1800	5503.69	4800	15114.28
1900	5814.20	4900	15448.43
2000	6125.28	5000	15783.77
2100	6436.95	5100	16120.39
2200	6749.18	5200	16458.32
2300	7061.97	5300	16797.63
2400	7375.33	5400	17138.14
2500	7689.28	5500	17479.77
2600	8003.82	5600	17822.53
2700	8318.98	5700	18166.50
2800	8634.75	5800	18511.85
2900	8951.12	5828	18608.83
3000	9268.10		

FUEL STATION

Name
Wing Fuel Tank

Weight Limit (lbs)
5,828

☒ Variable
Fuel Station

FUEL MOMENT TABLE

lbs	in-lbs	
100	300.72	Delete
200	619.45	Delete
300	923.8	Delete
400	1,226.16	Delete
500	1,527.43	Delete
600	0	Delete

+ Add Fuel Moment

Notes
Optional

3. AIRCRAFT

Aircraft CG Limits

To ensure the aircraft is operated within CG, the forward and aft CG limits must be defined for all points that define the CG envelope. Forward and aft CG limits are generally found in the Weight and Balance or Limitations section of the aircraft's flight manual.

Basic CG Envelopes

Some smaller aircraft have as little as one forward and one aft CG limit for all weights. For this type of aircraft, only two rows would be needed to define the CG envelope. One row would define the Forward and Aft limits at the aircraft's minimum weight (1800 lbs), and the other row defines the FORWARD and AFT limits at the aircraft's max gross weight (3200 lbs).

The order of the CG rows does not affect W&B. However, it is recommended to be consistent between FWD and AFT definitions. Defining CG limits at maximum weights near the top and minimum weights near the bottom helps with visualization of the CG envelope.

FWD CG LIMIT: 78.3
AFT CG LIMIT: 108.5

FORWARD CG LIMITS			AFT CG LIMITS		
IN	LBS		IN	LBS	
78.3	3,200	Delete	108.5	3,200	Delete
78.3	1,800	Delete	108.5	1,800	Delete

Basic CG Envelope

Complex CG Envelopes

More complex CG envelopes are often depicted graphically. Forward and aft CG limits must be identified and copied from the CG graph to the W&B CG limits section.

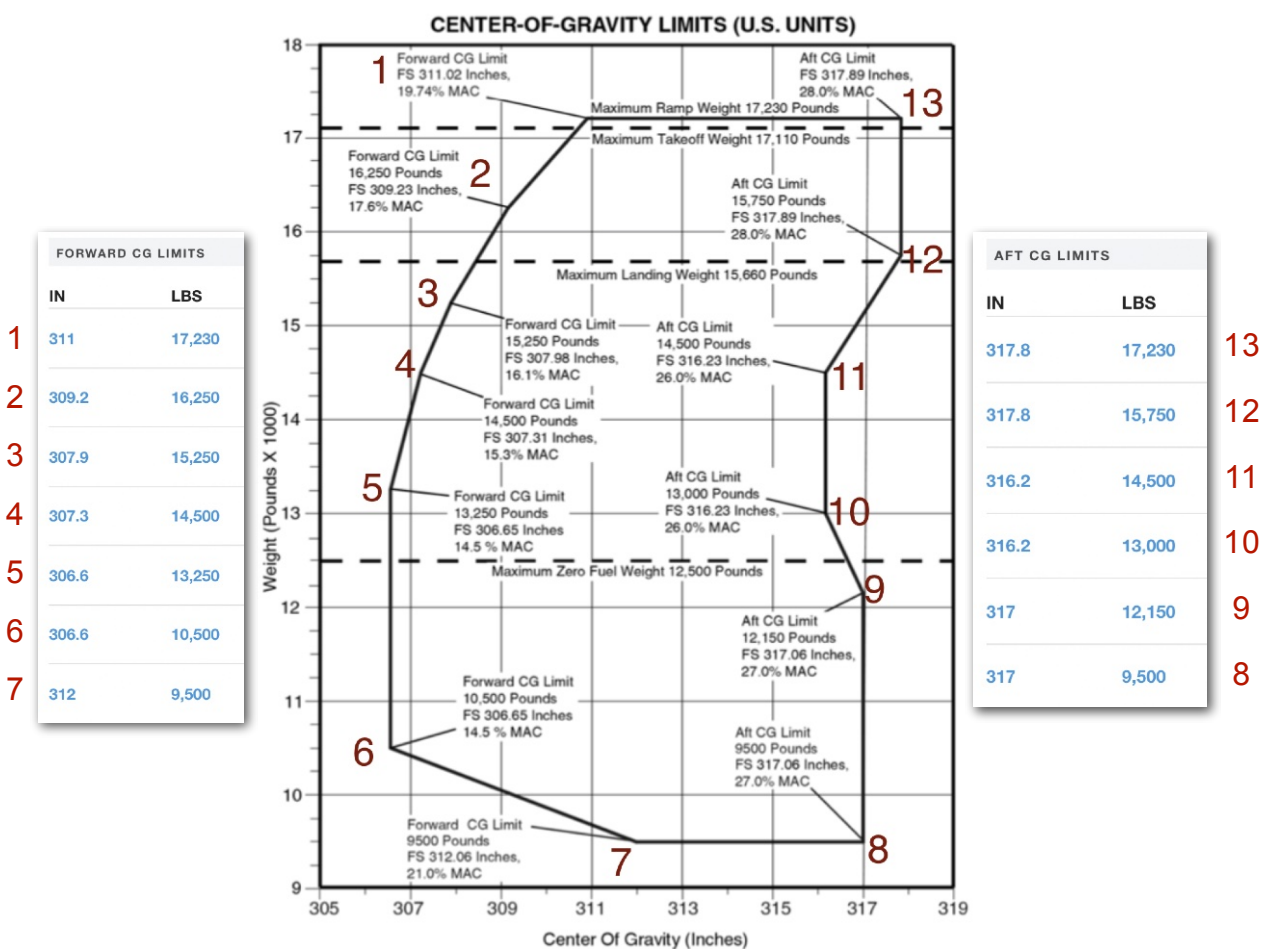
CG envelopes are defined by each *bend* in the envelope. The weight and corresponding arm at each bend in the envelope should be added as a forward or aft CG limit. Forward CG limits are typically on the left side of the graph, and aft CG limits are typically on the right side of the graph.

Note: Some CG envelopes use weight and moment to define the envelope. If your CG envelope is defined by weight and moment, the moment must be converted to an arm before it can be entered into W&B. To convert moment to arm, divide the full moment value by the corresponding weight.

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To enter CG limits for an aircraft:

1. Locate the aircraft CG limits in the aircraft's flight manual.
2. Add the forward and aft CG limits at the aircraft's max gross weight to the limits table in the W&B Profile setup.
3. Select **+ Add Forward Limit** or **+ Add Aft Limit** to add additional limits.
4. Enter forward and aft limits for all the remaining points that define the graph.
5. Once all limits are entered, select **Save**.



Note: CG envelopes must contain a minimum of two forward and aft points.

3. AIRCRAFT

3.13 Fuel

The fuel section specifies the aircraft's fuel type, capacity, default reserve policy, default reserve fuel, and consumption rate.

FUEL				
Fuel Type	Fuel Units	Start/Taxi/Takeoff Fuel (lbs)	Total Usable Fuel (lbs)	Contingency Fuel %
Jet-A	pph	100	5,402	0
Reserve Policy		Default Reserve Fuel (lbs)	Minimum Alternate Fuel (lbs)	Minimum Contingency Fuel (lbs)
Manual		712	200	200
Approach Fuel Mode		Minimum Reserve Fuel (lbs)		
Optional		200		

Aircraft - Fuel Section

Fuel Type specifies that an aircraft uses 100LL, Jet-A, Jet-A+, or other fuel. The fuel type determines fuel weight based on the selected fuel's density.

Fuel Units specifies the aircraft's fuel consumption format. Choose between gallons per hour (gph), liters per hour (lph), pounds per hour (pph), or kilograms per hour (kgph).

Start/Taxi/Takeoff Fuel specifies the amount of fuel your aircraft will consume during Start, Taxi, and Takeoff.

NOTE: If total fuel required for a flight is inexplicably high, verify the aircraft's Start/Taxi/Takeoff Fuel entry.

Total Useable Fuel is an auto-populated value and should be verified.

Contingency Fuel specifies a percentage of flight fuel to add to every flight. For example, an aircraft with 5% contingency fuel will add 50 pounds of fuel for a flight requiring 1000 pounds.

Reserve Policy specifies the *default* reserve policy for the aircraft. New flights automatically use the specified reserve policy unless another policy is selected with the Flight Editor. Choose the reserve policy that applies most to the aircraft or operating environment. See [Reserve Policy](#) in the Flight Editor section for more information.

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Default Reserve Fuel specifies the minimum amount of reserve fuel each flight should be planned with. The default reserve fuel is used unless the selected Reserve Policy is greater than the default reserve.

Minimum Alternate Fuel is a user-specified amount of fuel required for alternate airport planning purposes. When planning a flight with an alternate airport or airports, the *greater* is applied:

- the user-specified minimum alternate fuel.
- the amount of fuel required to fly to the planned alternate airport(s).

Minimum Contingency Fuel is a user-specified amount of minimum contingency fuel.

Approach Fuel Mode

- **Auto** - The flight planning engine uses the selected performance profile and a proprietary algorithm to determine the estimated amount of fuel required for a standard instrument approach.
- **Manual** - Allows a default amount of approach fuel to be specified for the aircraft profile. When Manual is selected, a new field is revealed to allow the manual entry. Manual approach fuel is specified for the aircraft profile, not per-flight.

Approach Fuel Mode	Approach Fuel (lbs)
Manual	300

Manual Approach Fuel

Minimum Reserve Fuel is a user-specified amount of minimum fuel reserves.

NOTE: All auto-populated fuel and weight values are derived from manufacturer data. If any of the values other than the basic empty weight do not match your aircraft, verify the type code is correct for your aircraft including any supplemental type certificates.

3. AIRCRAFT

3.14 Filing Section

The filing section specifies the aircraft's equipment, wake category, and special considerations for filing purposes. For more information on choosing the correct codes, reference the ForeFlight Filing Guide available in-app at **Documents > ForeFlight > ForeFlight Filing Guide** or online at www.foreflight.com/filing-guide.

3.14.1 FAA & ICAO Equipment

Equipment codes specify the communication and navigation equipment installed on the aircraft. Select the appropriate equipment for your aircraft if it is installed, serviceable, and the flight crew is qualified to operate the equipment.

Dispatch files all flight plans using the ICAO filing form (or DD-1801 for military). It is not necessary to select FAA Equipment codes. FAA equipment codes will be removed from Dispatch in the near future.

FAA Equipment	ICAO Equipment	
☐ /A - DME w/ Mode C	☐ A - GBAS Landing Sys	☐ K - MLS
☐ /B - DME no Mode C	☐ B - LPV (APV with SBAS)	☐ L - ILS
☐ /C - RNAV no Mode C	☐ C - LORAN C	☐ M1 - ATC RTF (INMARSAT)
☐ /D - DME no Transponder	☐ D - DME	☐ M2 - ATC RTF (MTSAT)
☐ /G - GPS/GNSS w/ enrte/term/appr	☐ E1 - FMC WPR ACARS	☐ M3 - ATC RTF (Iridium)
☐ /H - RVSM w/ no Mode C	☐ E2 - D-FIS ACARS	☐ N - NIL
☐ /I - RNAV w/ Mode C	☐ E3 - PDC ACARS	☐ O - VOR
☐ /L - GPS w/ enrte/term/appr/RVSM	☐ F - ADF	☐ P1 - CPDLC RCP 400
☐ /M - TACAN no Transponder	☐ G - GNSS	☐ P2 - CPDLC RCP 240
☐ /N - TACAN no Mode C	☐ H - HF RTF	☐ P3 - SATVOICE RCP 400
☐ /P - TACAN w/ Mode C	☐ I - Inertial Nav	☐ R - PBN Approved
☐ /S - GNSS w/ Mode A	☐ J1 - CPDLC ATN DL Mode 2	☐ S (VOR, VHF RTF, ILS)
☐ /T - no DME no Mode C	☐ J2 - CPDLC FANS 1/A HFDL	☐ T - TACAN
☐ /U - no DME w/ Mode C	☐ J3 - CPDLC FANS 1/A VDL Mode A	☐ U - UHF RTF
☐ /V - GNSS w/ no Transponder	☐ J4 - CPDLC FANS 1/A VDL Mode 2	☐ V - VHF RTF
☐ /W - RVSM w/ Mode C	☐ J5 - CPDLC FANS 1/A (INMARSAT)	☐ W - RVSM
☐ /X - no DME no Transponder	☐ J6 - CPDLC FANS 1/A (MTSAT)	☐ X - MNPS or NAT HLA Approved
☐ /Y - RNAV w/ no Transponder	☐ J7 - CPDLC FANS 1/A (Iridium)	☐ Y - VHF 8.33 kHz spacing
☐ /Z - RVSM w/ RNAV/Mode C, no GNSS		☐ Z - Other

Filing Section - FAA & ICAO Equipment

3. AIRCRAFT

3.14.2 ICAO Surveillance Codes

ICAO Surveillance includes Transponder and ADS-B and -C equipment.

Choose N (NIL) if no operable transponder; OR choose one of the following:					
A	Mode A (ie: no Mode C), 4 digits - 4096 codes	C	Mode A , 4 digits - 4096 codes and Mode C	E	Mode S , including aircraft identification, pressure altitude and Extended Squitter (ADS-B)
H	Mode S , including aircraft identification, pressure altitude, and enhanced surveillance capability*	I	Mode S , including aircraft identification and enhanced surveillance capability*, but no pressure-altitude capability	L	Mode S , including aircraft identification, pressure-altitude, Extended Squitter (ADS-B), and enhanced surveillance capability*
P	Mode S , including pressure-altitude but no aircraft identification capability	S	Mode S , including pressure-altitude and aircraft identification capability	X	Mode S , without pressure-altitude or aircraft identification capability
*: Enhanced surveillance capability is the ability of the aircraft to downlink aircraft derived data via Mode S transponder					

If aircraft is equipped with ADS-B or -C, choose one column per applicable row(s):					
B1	ADS-B with dedicated 1090MHz Out only	or	B2	ADS-B with dedicated 1090MHz Out and In	
U1	ADS-B with dedicated 978MHz UAT Out only	or	U2	ADS-B with dedicated 978MHz UAT Out and In	
V1	ADS-B Out only using VDL Mode 4	or	V2	ADS-B Out and In using VDL Mode 4	
And if your aircraft is equipped with Automatic Dependent Surveillance-Contract (ADS-C), also choose one of the following:					
D1	ADS-C with FANS 1/A capability	or	G1	ADS-C with ATN capabilities	

3. AIRCRAFT

ICAO Wake Category

ICAO Wake Category is automatically selected based on manufacturer data and should be verified. The following table should be used to verify the ICAO wake category.

Light	7,000 kg (15,500 lbs.) or less
Medium	7,001 kg up to 135,999 kg (15,501 lbs. to 299,999 lbs.)
Heavy	136,000 kg (300,000 lbs.) or more

Aircraft - ICAO Wake Categories

ICAO Perf-Based Nav (PBN)

ICAO Performance Based Navigation (PBN) includes Area Navigation (RNAV) and Required Navigation Performance (RNP) capabilities. You can select *up to 8* RNAV + RNP options.

- | | |
|--|---|
| ☐ A1 - RNAV 10 (RNP10) | ☐ D2 - RNAV 1 GNSS |
| ☐ B1 - RNAV 5 All Sensors | ☐ D3 - RNAV 1 DME/DME |
| ☐ B2 - RNAV 5 GNSS | ☐ D4 - RNAV 1 DME/IRU |
| ☐ B3 - RNAV 5 DME/DME | ☐ L1 - RNP 4 |
| ☐ B4 - RNAV 5 VOR/DME | ☐ O1 - RNP 1 All Sensors |
| ☐ B5 - RNAV 5 INS/IRS | ☐ O2 - RNP 1 GNSS |
| ☐ B6 - RNAV 5 LORAN C | ☐ O3 - RNP 1 DME/DME |
| ☐ C1 - RNAV 2 All Sensors | ☐ O4 - RNP 1 DME/IRU |
| ☐ C2 - RNAV 2 GNSS | ☐ S1 - RNP APCH |
| ☐ C3 - RNAV 2 DME/DME | ☐ S2 - RNP APCH & Baro |
| ☐ C4 - RNAV 2 DME/IRU | ☐ T1 - RNP AR APCH & RF |
| ☐ D1 - RNAV 1 All Sensors | ☐ T2 - RNP AR APCH no RF |

Aircraft - Performance Based Navigation

3. AIRCRAFT

STS Special Handling specifies the default handling status for the aircraft.

Flight Status	Definition
Altitude reservation (ALTRV)	A flight operated in accordance with an altitude reservation.
ATFM exempt (ATFMX)	A flight approved for exemption from ATFM measures by the appropriate ATS authority.
Firefighting (FFR)	Fire-fighting.
Flight check (FLTCK)	Flight check for calibration of nav aids.
Hazardous material (HAZMAT)	A flight carrying hazardous material.
Head of States (HEAD)	A flight with Head of State status.
Medical flight (HOSP)	A medical flight declared by medical authorities.
Humanitarian (HUM)	A flight operating on a humanitarian mission.
Military separation (MARSA)	A flight for which a military entity assumes responsibility for separation of military aircraft.
Medical Evacuation (MEDEVAC)	A life-critical medical emergency evacuation.
Non-RVSM in RVSM (NONRVSM)	A non-RVSM capable flight intending to operate in RVSM airspace.
Search and rescue (SAR)	A flight engaged in a search and rescue mission.
Military/police (STATE)	A flight engaged in military, customs or police services.

3. AIRCRAFT

Other Information includes ICAO flight plan optional fields. Some entries may be required depending on the information you include in your flight plan.

Other Information Definitions	
CODE	Aircraft Mode S hex address (e.g. A519D9)(Recommended).
COM	Communication capabilities not otherwise specified in the ICAO Equipment field.
DAT	Other data applications (See AC 90-117).
DLE	Delay or holding (at a fix). Insert the point(s) where the delay is to occur followed by the length of the delay in hours and minutes (hhmm) (e.g. KZLA0120).
EET	Estimated Elapsed Time within an FIR boundary (e.g. KZNY0124). EET is automatically calculated and entered by ForeFlight.
NAV	Navigation capabilities not otherwise specified in the ICAO Equipment field.
OPR	Operator/Company Name
ORGN	Flight Plan Originator AFTN address or other appropriate contact details (e.g. KHOUARCW)(Not required by FAA).
PER	Performance Category (e.g. A)(Not required by FAA).
RALT	Four letter ICAO identifier for Enroute Alternates (e.g. EINN CYYR KDTW).
REG	Registration (ex. N123AB, CJABC, DABC). Must be entered to receive CPDLC messages. May be entered if different from aircraft identification entered on flight plan. If a Tail Number is entered in the aircraft profile and a flight is filed with a call sign (optional), the tail number from the aircraft profile is automatically copied to this field.
RIF	Route to revised destination (e.g. DTA HEC KLAX).
RVR	Runway Visual Range Requirement in Metres (EuroControl support).
SEL	SELCAL is a signaling method for HF equipment which alerts aircraft that a ground station wishes to communicate with it. Codes are assigned to aircraft operators and not to individual aircraft.
STAY INFO	Additional information for delays at a waypoint. Utilized in EuroControl airspace. See this support article for additional information.
SUR	Surveillance capability. For example, enter “260B” for 2020 ADS-B compliant 1090Mhz transceivers, “282B” for compliant 978UAT transceivers, or RSP180 for equipment meeting RSP performance standards.
TALT	Take-off Alternates (e.g. KTEB).
TYP	Non-standard aircraft type (e.g. homebuilt). Must provide type information if aircraft type is ZZZZ.

3. AIRCRAFT

3.15 Dingy

The Dinghy section specifies the type, capacity, and color of any dinghies carried onboard the aircraft.

If you carry more than one dinghies, enter the count, total capacity (i.e., 2, 10-person dinghies = 20 Persons), and color.

DINGHY		
Count	Capacity (Persons)	Color
Optional	Optional	Optional
☐ Covered		

Aircraft - Dinghy

3.16 Emergency

The Emergency section specifies the type of emergency equipment on board the aircraft. If your aircraft carries Life Jackets, Radios, or Survival gear, choose the appropriate equipment from the dropdown menus.

EMERGENCY		
Life Jackets	Radios	Survival
Optional	Optional	Optional
Survival Equipment Remarks		
Optional		

Aircraft - Emergency Section

FLIGHT EDITOR

Flight planning is done with the Flight Editor. Access the Flight editor by selecting **Dispatch > Flights > New Flight** or open an existing flight by selecting **Edit** from the Flight Status Board.

FLIGHT EDITOR

KIAH to MMMX (N650RW) Sep 15, 17:20Z / 12:20 CDT ETE 01:31 DEST FUEL 4,715 lb ETA 18:51Z / 13:51 CDT DIST 713nm Next flight Copy flight

Flights Settings API Console

FLIGHT RUNWAY ANALYSIS ATC DATA FILES EAPIS

GENERAL

Aircraft: N650RW (G...
G650 (GLF6)
Departure: KIAH George Bush Int...
Destination: MMMX Benito Juarez In...
Date: 09/15/2021
Time: 12:20 PM CDT
Call Sign:
1. Alternate:
2. Alternate: T.O. Alternate:
ALTERNATE ROUTING (Hide)
DCT Auto Manual
Alternate Cruise profile:
FUEL
Aircraft profiles: Mach 0.90, Climb: 2...
Taxi Fuel: 400 lb
Fuel Policy: Minimum Fuel
Destination Services: FBO
Cruise Advisor
ADVANCED FUEL OPTIONS (Hide)
Reserve Policy: Manual Reserve Fuel: 2450 lb Contingency Policy: Default Contingency: 0 %
Wind Model: Forecasted
CREW
PIC: test@docsteam.com
SIC: Example Incomplete
Add Crew
LOAD
PEOPLE WEIGHT SUBTOTAL
Pilots: 2 x 200 lb 400 lb
CA: 0 x 200 lb 0 lb
Adults: 0 x 100 lb 0 lb
Males: 0 x 250 lb 0 lb
Females: 0 x 250 lb 0 lb
Children: 0 x 50 lb 0 lb
Infants: 0 x 10 lb 0 lb
Cargo: 0 lb 0 lb
Total: 2 400 lb
PERFORMANCE
DIST GCD ETE ETA WIND FUEL
Destination: 713 nm 663 nm 01:31 18:51Z 4H 4,715
WEIGHT (LB) ACTUAL LIMIT FUEL LB TIME
Basic weight: 54,500 - Taxi: 400 -
Payload: 400 6,000 Destination: 4,715 01:31
ZFW: 54,900 60,500 Alternate: 0 00:00
Total fuel: 7,565 44,200 Reserve: 2,450 00:55
Ramp weight: 62,465 100,000 Min required: 7,565 02:26
Taxi fuel: 400 - Extra: 0 00:00
TOW: 62,065 99,600 Landing: 2,450 -
Dest fuel: 4,715 - Total: 7,565 02:26
LW: 57,350 83,500
FLIGHT ADVISORIES
Destination NOTAMs
Runway Closed 05L/23R for certain operations
View NOTAMs
MAP

RELEASE STATUS: Auto-Releasing at Sep 14, 17:20Z EAPIS STATUS: Saved ATC STATUS: Not Filed LAST CHANGE (view history): ggibbons+dispatch@foreflight.com

Delete Release File Save

Flight Editor

4.1 Layout

The Flight Editor is divided into two halves. The left half of the screen displays **Flight** data, **Runway Analysis**, **ATC Data**, flight **Files**, or the **EAPIS** manifest. The right column displays **Performance** data, **Flight Advisories**, and the **Map**. The toolbar near the top of the left half provides navigation between the pages. The active page is depicted in blue underlined text.

Note: If planning a domestic flight, the **EAPIS** option is removed from the toolbar.

4. FLIGHT EDITOR

4.1.1 Flight Summary

At the top of the Flight Editor is a summary. The summary provides an overview of the flight's details once enough information is provided to allow performance calculations. The flight summary updates when flight details are changed.

KMIA to KMEM (N512FA) Apr 28, 23:00Z / 19:00 EDT	ETE 01:54	DEST FUEL 5,093 lb	ETA 00:54Z / 19:54 CDT	DIST 747nm	Next flight	Copy flight	Flights	Settings	API Console
---	--------------	-----------------------	---------------------------	---------------	-------------	-------------	---------	----------	-------------

Flight Editor - Flight Summary

Flight Summary Buttons

The Flight Summary contains two buttons:

The **Next flight** button allows you to create a new flight automatically populated with details from the current flight. The **Next flight** button is first shown after your current flight has been saved.

The **Copy flight** button can be used to duplicate a flight you need to plan again. Copying a flight is the preferred method for planning a flight with the same route, crew, and aircraft instead of editing an old flight.

Note: When needing to plan the same flight multiple times, use the **Copy flight** function.

4. FLIGHT EDITOR

4.2 General

Planning a flight begins with the Flight Editor *General* section. Select an aircraft, departure/destination airport, and departure date and time to get started with planing your flight.

The screenshot shows the 'GENERAL' section of the Flight Editor. It includes fields for Aircraft (N909VJ (SF50)), Departure (KCXO), Destination (MMUN), Date (09/03/2021), Time (2:05 PM CDT), and Call Sign. Below these are alternate airports: 1. Alternate (MMCZ), 2. Alternate, and T.O. Alternate (KDWH). An 'ALTERNATE ROUTING (Show)' link is also present.

Flight Editor - General Section

4.2.1 Aircraft

When a **New flight** is created, the Aircraft field defaults to the aircraft last selected in Dispatch. The Aircraft dropdown lists *all* aircraft associated with your account. The search bar at the top of the menu filters aircraft by tail number, ICAO type code, or model name.

Aircraft that have not been published by the account administrator, do not have ForeFlight Performance Profiles, or are **not** enabled for Dispatch, display a yellow warning and *cannot* be selected in Dispatch.

Icons are depicted to the right of the aircraft profile to indicate Runway Analysis, Weight & Balance, and Fuel Advisor support. Once an aircraft is selected, the Aircraft field depicts the selected aircraft's tail number and ICAO type code in parentheses.

The screenshot shows the Aircraft selection dropdown menu. It includes a search bar and a list of aircraft. Annotations point to specific features:

- Dispatch not supported**: Points to a yellow warning icon next to N517KA.
- Supports Runway Analysis**: Points to a runway icon next to 6000.
- W&B profile available**: Points to a scale icon next to N515KA.
- Supports Fuel Advisor**: Points to a fuel pump icon next to N512KA.

Aircraft	Model	Icons
6000	Global 6000 99.5k (GLEK)	Runway Analysis
N515KA	King Air 350ER (B350)	W&B profile available
N512KA	King Air 350ER (B350)	Fuel Advisor
N517KA	King Air 350ER (B350)	Warning (Dispatch not supported)

4. FLIGHT EDITOR

4.2.2 Departure/Destination

The departure and destination fields are where the airports for the flight are specified. The field's search bar recognizes an airport's identifier, name, or city. The menu shows each airport's identifier, name, and maximum runway length.

The screenshot shows the 'GENERAL' tab of the Flight Editor. The 'Destination' field is set to 'COLLEGE STAT'. An 'AIRPORT SEARCH' dropdown menu is open, showing a list of airports. The first entry is 'KCLL Easterwood Field' with a runway length of '7,000 ft'. Other entries include 'OTE9 Texas World Speedway Helistop Nr 2', 'XS73 Scott & White Medical Center-Colleg...', and 'OTE8 Texas World Speedway Helistop Nr 1'. The 'Add a custom airport' button is at the bottom of the dropdown.

	AIRPORT SEARCH	RWY
VFR	KCLL Easterwood Field	7,000 ft
TAF	210° at 7 kts 6sm	College Station
	OTE9 Texas World Speedway Helistop Nr 2	
	XS73 Scott & White Medical Center-Colleg...	
	OTE8 Texas World Speedway Helistop Nr 1	

Entering a Destination Airport

The Departure/Destination fields do not support coordinate entry. To plan a flight to or from a location not in the aviation database, create a **Custom Airport** using an administrator account.

Once an airport is selected, **Info** appears to the right of the airport identifier. Click **Info** to open the **Airport view** to find detailed information about the airport.

If departing and arriving at the same airport, ATC cleared and preferred routes are listed in the route section (if available).

4.2.3 Date & Time

The date and time fields are used to specify the departure or arrival time of the flight. The Date field uses US standard date notation (month/day/year). You can click in the field to manually edit the date.

Click  to select a new date using a calendar view. Click the button in the top-left of the calendar to select a year, month, and day in a top-down progression, with the current time period circled in blue within each view. Use the arrow buttons in the top-right to move forward or backward in each view (e.g., move to adjacent groups of years and months).

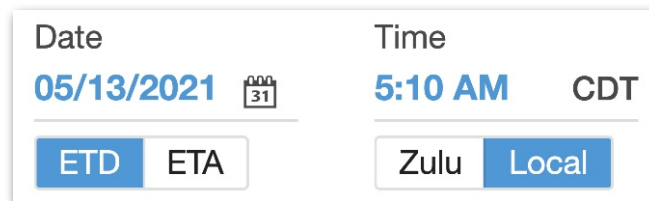
4. FLIGHT EDITOR

ETD/ETA

The ETD and ETA buttons below the Date field allow you to determine whether the selected date/time represents the beginning or end of the flight. Select ETD to set the date/time as the departure time, and Dispatch will calculate the flight's arrival time. Select ETA to set the date/time as the arrival time, and Dispatch will calculate the departure time required to arrive at the selected time.

Zulu/Local

The Time field allows you to enter a departure or arrival time in 24-hour format. Use the Zulu and Local buttons below the Time field to change which time zone is used. The "Local" time zone depends on the ETD/ETA setting: in ETD mode, Local time uses the departure airport's time zone, and in ETA mode, it uses the arrival airport's time zone.



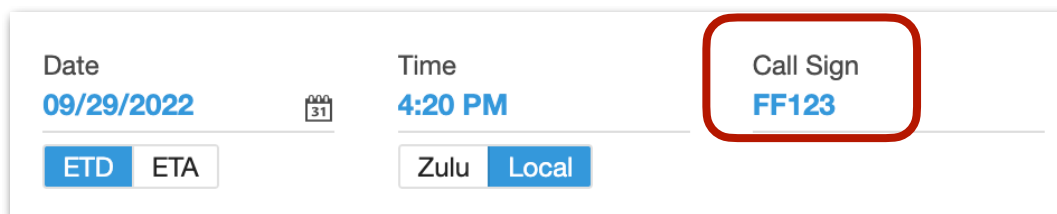
Date	Time
05/13/2021 	5:10 AM CDT
<input checked="" type="button" value="ETD"/> ETA	Zulu <input checked="" type="button" value="Local"/>

Flight Editor - Date & Time

4.2.4 Call Sign

Call Sign allows the use of a unique identifier in place of the aircraft tail number. Call Sign should only be used when the aircraft has been issued a Call Sign. When you file a flight plan with a Call Sign, the aircraft tail number is automatically added to field 18 of the filing form.

Call Sign supports seven alpha-numeric characters. Once a flight is filed with a call sign, subsequent flights retain the Call Sign when the same aircraft is selected.



Date	Time	Call Sign
09/29/2022 	4:20 PM	FF123
<input checked="" type="button" value="ETD"/> ETA	Zulu <input checked="" type="button" value="Local"/>	

Call Sign

4. FLIGHT EDITOR

4.2.5 Alternate Airports

Dispatch permits two Alternate destination airports and one Alternate takeoff airport. Alternate airports can be manually specified or selected from a list of suggested airports.

The screenshot shows the 'FLIGHT' tab in the Dispatch interface. The 'GENERAL' section contains the following fields:

- Aircraft:** 6000 (GLEX) (dropdown menu)
- Departure:** LFPG (with an 'Info' button)
- Destination:** EGLL (with an 'Info' button)
- Date:** 09/28/2022 (calendar icon)
- Time:** 11:05 PM (dropdown menu)
- Call Sign:** CEST

Below these are three rows of alternate airports, each with an 'Info' button:

- Global 6000 99.5k (GLEX):** Charles-De-Gaulle
- 1. Alternate:** EGKK (Gatwick)
- 2. Alternate:** EGGW (Luton)
- T.O. Alternate:** LFPB (Le Bourget)

The **ALTERNATE ROUTING** section (labeled '(Hide)') has tabs for 'DCT', 'Auto', and 'Manual'. It contains three rows of data:

Altitude	Route
1. Alternate Altitude: FL 120	1. Alternate Route: DCT
2. Alternate Altitude: FL 120	2. Alternate Route: DCT
T.O. Alternate Altitude: FL 80	T.O. Alternate Route: DCT

At the bottom, there is an 'Alternate Cruise profile' dropdown menu.

Alternate Airports

Manually Adding Alternate Airports

To manually enter an alternate:

1. Click in one of the Alternate airport fields.
2. Type the airport's identifier or name in the search bar.
3. Choose it from the list of results.

Alternate Suggestions

When an Alternate airport field is clicked, Dispatch lists suggested airports, sorted by proximity. Click an airport to add it as an Alternate. The list only includes airports that meet the following criteria:

- Airport has more than one instrument approach.
- Weather reporting capabilities exist.
- Airport is open to the public.
- At least one runway of 4800 feet or greater.
- Airport is within 100 nm of the departure (or destination) airport.

4. FLIGHT EDITOR

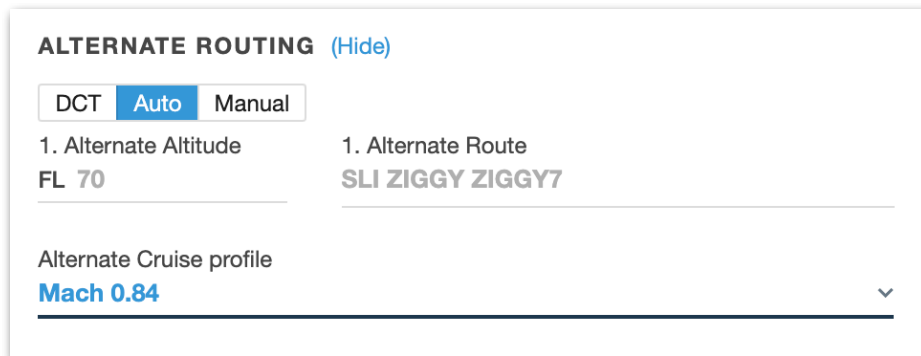
4.2.6 Alternate Routing

Three options exist to specify the route to the Alternate airport.

- **Direct** (default) - A straight line between the destination (or departure) airport and its Alternate. Aircraft performance and route duration determine the Alternate route altitude. The altitude is displayed in the Navlog and on the Alternate Routing section of the Flight Editor.
- **Auto** - A route which begins at the destination airport's missed approach point to the Alternate airport using normal (realistic) routing (ignoring flight restrictions). If the destination airport does not have a missed approach endpoint, the Auto Alternate route begins at the destination airport. The route and planned altitude can be found in the Navlog and the Alternate Routing section of the Flight Editor.
- **Manual** - Alternate routing and altitude are specified by the flight planner.

To select a route other than Direct:

1. Click **(Show)** next to the Alternate Routing label to expose the additional options.
2. Click the **DCT**, **Auto**, or **Manual** tab to select a route type.
3. If **Manual** is selected, use the keyboard to enter a route and altitude.



The screenshot shows a panel titled "ALTERNATE ROUTING (Hide)". Inside the panel, there are three tabs: "DCT", "Auto" (which is selected and highlighted in blue), and "Manual". Below the tabs, there are two columns of input fields. The left column is labeled "1. Alternate Altitude" and contains the text "FL 70". The right column is labeled "1. Alternate Route" and contains the text "SLI ZIGGY ZIGGY7". At the bottom of the panel, there is a label "Alternate Cruise profile" followed by a dropdown menu showing "Mach 0.84" with a downward arrow.

Alternate Routing Menu

Note: If the Alternate airport is less than 30nm from the missed approach point, the transition portion of the arrival procedure is removed.

4. FLIGHT EDITOR

Alternate Cruise Profile

Dispatch calculates flight planning results for all alternate route segments by using the performance data from the selected cruise profile.

If the leg to the alternate airport is flown using a different cruise profile, specify the appropriate Alternate Cruise profile using the dropdown menu in the Alternate Routing section for more accurate flight planning results.

When an Alternate Cruise profile is selected, Dispatch computes flight planning results for the portion of the flight from the destination airport to the alternate(s) using the selected Alternate Cruise profile.

If no Alternate Cruise profile is selected, the flight is calculated using the cruise profile that's selected for the en route portion of the flight and an altitude that's appropriate for the aircraft's performance profile and alternate leg distances.

ALTERNATE ROUTING [\(Hide\)](#)

DCT Auto Manual

1. Alternate Altitude

FL 150

1. Alternate Route

DCT

Alternate Cruise profile

Long Range Cruise

Mach 0.80

Mach 0.82

Mach 0.83

Mach 0.84

Mach 0.85

Flight Editor - Alternate Cruise Profile

4. FLIGHT EDITOR

4.3 Fuel

When creating a new flight, the fuel section is populated with the aircraft profile's default selections. Default fuel policies are specified on the Aircraft page.

Dispatch evaluates the selected cruise profile, taxi fuel, fuel policy, reserve policy, contingency policy, and wind models to determine the total fuel required for the flight.

Total fuel is equivalent to the amount of fuel that should be loaded on the aircraft prior to engine start. Each field in the fuel section can be edited to meet unique needs. As the fuel section is edited, Dispatch recalculates the fuel requirements and presents the results in the Performance section of the Flight Editor and the flight's Navlog.

FUEL

Aircraft profiles
Mach 0.85, Climb: 2... ▾

Taxi Fuel
400 lb

Fuel Policy
Minimum Fuel ▾

Destination Services: FBO
Signature Flight Support ▾

[⚙ Cruise Advisor](#)

ADVANCED FUEL OPTIONS [\(Hide\)](#)

Reserve Policy
FAA Part 91/135 ▾

Contingency Policy
Default ▾

Contingency
5 %

(562) 997-0700
130.6ASRI

100LL **\$6.14**
JetA **\$5.74**

Flight Editor - Fuel section

4.3.1 Aircraft Profiles

Aircraft profiles consists of *Climb*, *Cruise*, and *Descent* sections. Each profile is used to determine flight performance and fuel use.

ForeFlight Performance and custom **By-Altitude profiles** are supported in Dispatch. When available, a ForeFlight profile should always be used.

To select a climb, cruise, or descent profile other than the default, click the dropdown menu and select the appropriate profile. Flight planning results are calculated each time a new profile is selected.

Aircraft profiles
Mach 0.82, Climb: 2... ▾

Climb

☒ 250/260 KCAS/M0.75

☐ 250/300/M0.80

Cruise

☐ Long Range Cruise

☐ Mach 0.80

☒ Mach 0.82

☐ Mach 0.83

☐ Mach 0.84

☐ Mach 0.85

Aircraft Profiles

4. FLIGHT EDITOR

4.3.2 Cruise Advisor

Cruise Advisor presents multiple cruise profile and altitude combinations in table format to quickly determine the best cruise profile and altitude combination for the flight's objectives.

Click  **Cruise Advisor** below the Cruise Profile field to open Cruise Advisor.

Cruise Advisor Table

Cruise Advisor depicts three columns of cruise profiles. The first column depicts the *currently selected* cruise profile. The other two columns can be changed by clicking on the dropdown menu to select different profiles.

Along the left side of the view are five altitudes. Select an altitude and performance profile combination by clicking in the corresponding column and row.

The selection will be highlighted in blue, and the selected column and row will be outlined in blue. Available altitudes are filtered to show those allowed based on your direction of flight. Altitudes which are not possible due to performance limitations are depicted as **Impossible altitude**.

Each performance profile column presents winds, ISA, ETE, and fuel burn values at various altitudes. The table allows you to quickly see which cruise profile and altitude combination provides the best ETE or fuel burn by displaying green text in appropriate cell.

Cruise Advisor

Selected

Mach 0.85

Least ETE

Cruise profile 1

Mach 0.82

Cruise profile 2

Mach 0.83

	MACH 0.85				MACH 0.82				MACH 0.83			
ALTITUDE	WINDS	ISA	ETE	FUEL	WINDS	ISA	ETE	FUEL	WINDS	ISA	ETE	FUEL
FL 360	33H	7 °C	01:58	6,939	33H	7 °C	02:02	6,577	33H	7 °C	02:01	6,658
FL 380	35H	3 °C	02:00	6,558	35H	3 °C	02:04	6,239	35H	3 °C	02:03	6,301
FL 400	36H	1 °C	02:02	6,235	36H	1 °C	02:05	5,939	36H	1 °C	02:04	5,990
FL 430	35H	-2 °C	02:03	5,856	35H	-2 °C	02:07	5,565	35H	-2 °C	02:05	5,610
FL 470	31H	-5 °C	02:03	5,560	31H	-5 °C	02:07	5,242	31H	-5 °C	02:06	5,280

Least Fuel Used

Cancel

Select Profile and Flight Level

4. FLIGHT EDITOR

4.3.3 Taxi Fuel

Taxi fuel specifies the quantity of fuel that is necessary for taxiing at the departure and destination airports. Taxi fuel should also include any fuel required for start and shutdown. Taxi fuel is automatically populated with the default value from the aircraft profile but can be edited as necessary.

4.3.4 Fuel Policy

The Fuel Policy section lists options for calculating fuel. Some policies require the flight planner to manually specify fuel amounts. If the fuel policy you select requires a manual entry, the appropriate field will appear (e.g. Extra Fuel, Manual Fuel, Landing Fuel).

Minimum Fuel
Maximum Fuel
Extra Fuel
Manual Fuel
Landing Fuel

Minimum Fuel calculates the least amount of fuel needed to fly to the destination and alternate (if applicable). No user input is needed for this policy. If the default **reserve fuel policy** dictates contingency or reserve fuel, or if a reserve policy requiring contingency or reserve fuel is selected, it is included in the calculation.

Maximum Fuel calculates the maximum amount of fuel that can be loaded before exceeding capacity or structural weight limits. No user input is needed for this policy.

Extra Fuel adds a new field for specifying an amount of fuel *in addition* to the minimum fuel required for the flight.

Fuel Policy	Extra Fuel
Extra Fuel	500 lb

Manual Fuel is a user-specified amount of fuel in the tanks at engine start. If the amount of fuel entered is less than what is required for the flight, an error message will be depicted.

Fuel Policy	Manual Fuel
Manual Fuel	5500 lb

Landing Fuel specifies the fuel amount to have in the tanks upon landing at the destination. Dispatch calculates the total fuel required at the engine start to achieve the specified value.

Fuel Policy	Landing Fuel
Landing Fuel	2400 lb

4. FLIGHT EDITOR

4.3.5 Fuel Advisor

Fuel Advisor is built into Dispatch as an integrated multi-flight fuel planner designed to identify savings. Fuel Advisor is supported everywhere fuel price data is available (most of North America, Europe, and Central America).

Fuel Advisor is available as an add-on purchase for your aircraft. Pricing for Fuel Advisor varies based on the category of aircraft. Contact sales@foreflight.com for additional details.

How it works

Fuel Advisor compares fuel cost and facility fees at your departure airports and recommends purchasing additional fuel (tankering) when it will result in lower overall expenses. Fuel Advisor also considers how the additional fuel will affect your aircraft's performance when making recommendations.

Fuel Advisor is accessed from the Fuel section of the Flight Plan Editor. Select **Fuel Advisor** from any flight and a list of airports where tankering is possible is automatically displayed. Fuel Advisor airport selection is based on the following variables:

- Matching tail number
- Matching destination and departure airport
- Flights occur within a 72 hour period
- Flights visible to the flight planner

Note: For a Fuel Advisor demo, visit our [Video Library](#).

4. FLIGHT EDITOR

Fuel Advisor Design

Fuel Advisor is organized into a table consisting of up to five rows of airports. To display additional eligible airports, select **Load more legs** above or below the table. If no eligible airports exist, **Load more legs** is greyed out.

Airports are sorted according to your flight's ETD with earlier flights listed near the top. Each airport row consists of six columns. Those columns are described below.

FUEL ADVISOR

Back to Flight

Below you will find up to 1 flights for N512KA with matching destination and departure. Flights more than three days (72 hours ETD to ETD) apart will not be considered.

AIRPORT	FBO	FUEL / FEE		TANKERING	COST COMPARISON		METRICS		
EDDS	FBO	Fuel		Fuel at Shu...				ACTUAL	LIMIT
	SAS Stuttgart Aviation Serv...	6.14	\$/gal	657	lb				
	+49 4971 19484040					Uplift	470 lb / 70 gal	TOW	10,482 lb of 16,500 lb ⓘ
	131.615 UNICOM	Facility		Uplift		Uplifted	\$428	TO Fuel ⓘ	1,127 lb of 5,192 lb
	Fuel Vendor	0	\$	470	lb	Fuel Cost		Tanker Fuel	0 lb of 4,054 lb
	Retail					Facility	\$0	LW	10,112 lb of 15,675 lb ⓘ
	Jet A	Waived at		Leave with		Fee Paid			
	0	gal	1127	lb	Trip Fuel	3 lb per 1000 lb			
					Increase				

Fuel Advisor

Airport

The *Airport* column depicts the airport's identifier. Click the airport identifier to load the Flight Editor for the relevant flight. To exclude a leg from Fuel Advisor consideration, select **Exclude leg**.

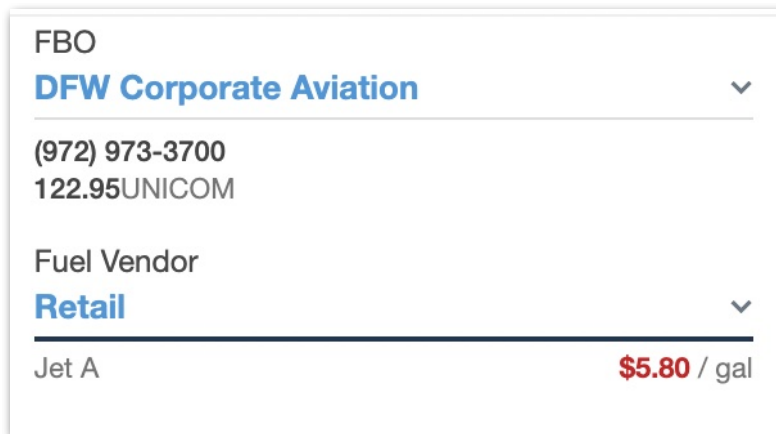
4. FLIGHT EDITOR

FBO

The *FBO* column contains a dropdown menu for each airport. Click the dropdown menu and select an FBO if one is available. If an FBO was selected with the Flight Editor, it is automatically copied to Fuel Advisor.

The selected FBO in Fuel Advisor is only saved if the tankering scenario is applied. If tankering scenarios are not applied to flights, it will be necessary to select an FBO each time tankering scenarios are loaded. Contact information and the latest fuel prices are displayed in the FBO column.

The Fuel Vendor field provides a dropdown for selecting a fuel provider. Fuel Advisor is integrated with **JetFuelX** and will display your fuel pricing if applicable.



The screenshot shows two dropdown menus. The first menu is labeled 'FBO' and has 'DFW Corporate Aviation' selected, with a downward arrow on the right. Below this menu, the contact information '(972) 973-3700' and '122.95UNICOM' is displayed. The second menu is labeled 'Fuel Vendor' and has 'Retail' selected, also with a downward arrow on the right. Below this menu, the text 'Jet A' is on the left and '\$5.80 / gal' is on the right in red.

FBO fields

4. FLIGHT EDITOR

Fuel/Fee

The *Fuel/Fee* column contains fields for manually entering fuel prices, facility fees, and a fuel amount at which facility fees are waived. When Fuel Advisor is initially opened, a default fuel price (\$5.00) is entered for all airports. When an FBO is selected, the fuel cost is updated with the latest retail or JetFuelX amount. Fuel prices can be manually edited to account for any additional pricing scenarios. Manual fuel prices are saved when Fuel Advisor scenarios are applied to flights.

Fuel	
5.74	\$/gal
Facility	
250	\$
Waived at	
150	gal

Fuel/Fee fields

FBO facility fees and waived at values are retained between flights based on aircraft type. For example, if facility fees are \$750 at a KJFK FBO in a Citation 650, each time you plan a flight to KJFK in a Citation 650, the FBO facility fee and waive at value will be automatically populated when you select the same FBO.

Tankering

The *Tankering* column contains three fields:

- **Fuel at shutdown** is equivalent to fuel onboard the aircraft prior to refueling. Fuel Advisor calculations result in the fuel at shutdown value equaling the aircraft's default reserve fuel amount or the default reserve fuel amount plus tanker amount. Landing fuel from the flight plan editor is *not* copied to Fuel Advisor.
- **Uplift** is fuel added to aircraft. Uplift fuel considers fuel capacity, weight limits, and fuel requirements. If a limit or requirement is exceeded, a **warning** is displayed below the Uplift field. Maximum allowable takeoff weight, as determined by Runway Analysis, and selected routes are factored into Fuel Advisor results.
- **Leave With** fuel is equivalent to fuel at shutdown plus uplifted fuel.

Fuel at Shutdown	
480	lb
Uplift	
1552	lb
Min Uplift: 1,561 lb	
Leave with	
2,033	lb

Tankering fields

4. FLIGHT EDITOR

Cost Comparison

The *Cost Comparison* column depicts the amount of fuel to be added, the total cost of the fuel, and associated facility fees. Trip fuel increase displays the amount of additional fuel the aircraft will burn for the flight based on how much additional fuel is carried.

Uplift	3,732 lb / 553 gal
Uplifted Fuel Cost	\$3,174
Facility Fee Paid	\$0
Trip Fuel Increase ⓘ	45 lb per 1000 lb

Cost Comparisons

Metrics

The Metrics column depicts the aircraft's takeoff weight, takeoff fuel, tankered fuel, and landing weight alongside the relevant limits for the aircraft. The tanker fuel limit is equal to the maximum allowable fuel quantity minus the takeoff fuel.

When weight or fuel amounts are within 5% of their respective limits, the fields are colored yellow as a caution. If a fuel capacity or weight limit is exceeded, it is colored red as a warning.

	ACTUAL		LIMIT
TOW	10,281 lb	of	13,870 lb
TO Fuel ⓘ	2,041 lb	of	4,710 lb
Tanker Fuel	0 lb	of	2,669 lb
LW	8,720 lb	of	12,750 lb

Fuel Advisor Metrics

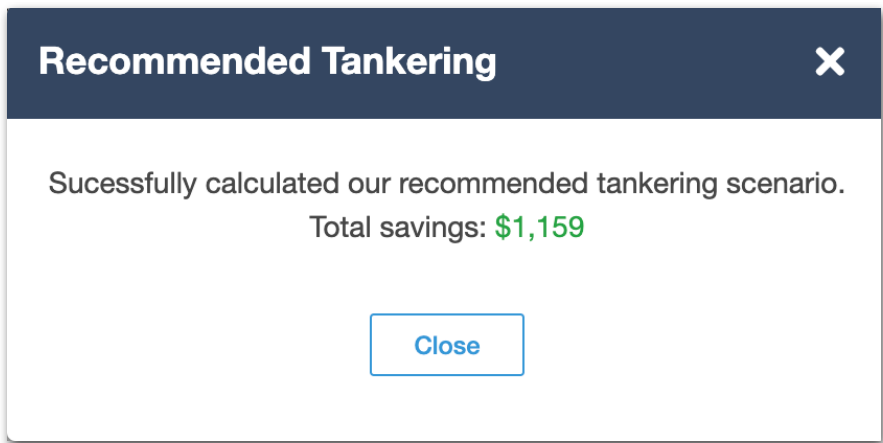
Recommended Tankering

Upon initial launch, the amount of uplift fuel at each airport is set so that the aircraft arrives at the next airport with the default reserve fuel. Selecting **Recommended Tankering** near the bottom of Fuel Advisor replaces the default values with those that optimize savings. Recommended tankering factors facility fees, waived at amounts, and how the additional fuel will affect aircraft performance. When recommended tankering is selected, fuel is added or removed from each leg as necessary to optimize savings while also complying with minimum fuel requirements, fuel capacity, and weight limits.

4. FLIGHT EDITOR

Savings Summary

The amount of savings identified by Fuel Advisor's recommended tankering scenarios are depicted in a pop-up window. Select **Recommended Tankering** to see the potential savings for your flights.



Fuel Advisor Savings

Savings are also depicted near the bottom of the screen in the savings summary. The savings summary is dynamic and reflects edits that are made to the *fuel/fee* and *tankering* columns. The dynamic savings summary allows flight planners to compare savings for different scenarios.

Fees		\$0
Fuel	8,975 lb	\$6,890
Total		\$6,890
Savings		\$1,159

Savings Summary

4. FLIGHT EDITOR

Reset Scenario

Selecting **Reset Scenario** reverts uplift fuel to the amount that results in the aircraft shutting down with the default reserve.

Apply Scenario to Flights

Selecting **Apply Scenario to Flights** changes each flight's fuel policy to manual and copies Fuel Advisor **Leave with** fuel to the corresponding flight. Once the fuel advisor scenario has been applied, it is not possible to revert to the previous values.

Fuel Advisor Recommend use

The recommended steps for using Fuel Advisor are:

1. Plan multiple flights and select FBOs using the Flight Plan Editor
2. Select **Fuel Advisor** from the first leg of a trip
3. Manually adjust fuel prices and facility fees if necessary
4. Select **Recommended Tankering**
5. Verify fuel loads and edit if necessary
6. Select **Apply Scenario to Flights**

Tankering Report

A tankering report is available in Fuel Advisor. The report includes tankering, cost comparisons, and weight limit metrics for the selected airports. Click **Generate Report** to open a PDF copy of the report in a new browser window.

The report is also available as a part of the Briefing package. To add the tankering report to the briefing package, you must select **Apply Scenario to Flights**.

4. FLIGHT EDITOR

4.4 Advanced Fuel Options

Dispatch automatically calculates contingency and reserve fuel amounts using the default fuel policies specified on the [aircraft configuration page](#). To calculate a flight's reserve or contingency fuel using a method other than the default, open the **Advanced Fuel Options** by clicking the [\(Show\)](#) button and editing the appropriate fields.

ADVANCED FUEL OPTIONS (Hide)			
Reserve Policy	Reserve Fuel	Contingency Policy	Contingency
Manual ▼	600 lb	Default ▼	0 %

Advanced Fuel Options

Reserve fuel requirements can depend on the regulatory environment under which the flight is conducted. To manually specify a reserve fuel amount or to specify a regulatory environment, click the Reserve Policy dropdown menu and select the appropriate policy. Once a Reserve Policy is selected, Dispatch will determine the least amount of fuel needed to meet the requirements. Each reserve policy is described in detail below.

4.4.1 Reserve Policy

The selected reserve policy determines reserve and contingency fuel amounts. The default reserve policy is specified in the aircraft profile. When choosing one of the manual reserve fuel policies, additional fields are available for setting reserve fuel amounts.

Reserve Policies (Manual)

Manual is a user-specified amount of reserve fuel for the flight. Manual reserve fuel is not explicitly based on a regulatory environment or calculated value.

Reserve Policy	Reserve Fuel
Manual ▼	500 lb

Manual Reserve Fuel

Manual (minutes) is a user-specified reserve fuel amount expressed in flight time. Fuel burn is based on the top of descent fuel consumption rate.

Reserve Policy	Reserve Time
Manual (minutes) ▼	60 Min

Manual (minutes) Reserve Fuel

4. FLIGHT EDITOR

Reserve Policies (Calculated)

The following reserve policies automatically calculate reserve and contingency fuel.

FAA Part 91/135 adds a quantity of reserve fuel equivalent to 45 minutes of flight time using the top of descent fuel consumption rate.

FAA Part 121 adds a quantity of reserve fuel equivalent to 45 minutes of flight time using the top of descent fuel consumption rate.

FAA Part 121 International adds 10% contingency fuel (10% of the time to destination converted to a fuel quantity using the top of descent fuel consumption rate) *plus* an amount of fuel equivalent to 30 minutes of flight time using the holding pattern fuel consumption rate (1,500' AGL at destination airport, standard holding speed, standard temperature conditions).

EASA General Aviation adds a quantity of fuel equivalent to 45 minutes of flight time using the top of descent fuel consumption rate.

EASA Commercial adds 5% contingency fuel (or 5 minutes, whichever is higher) *plus* one of the following:

- If an alternate airport is selected, a quantity of fuel equivalent to 30 minutes of flight time using the holding pattern fuel consumption rate.
- If no alternate airport is selected, a quantity of fuel equivalent to 45 minutes of flight time using the holding pattern fuel consumption rate.

Note: 5% contingency fuel is 5% of the fuel required to destination.

IAP adds an amount of fuel equivalent to 2 hours of flight time using the top of descent fuel consumption rate.

FAA Part 91/135

FAA Part 121

FAA Part 121 International

EASA General Aviation

EASA Commercial

CASA Non-RPT

CASA RPT

IAP

Calculated Reserve Fuel Policies

4. FLIGHT EDITOR

CASA RPT adds:

- Final reserve fuel of:
 - 30 minutes *with* an alternate airport specified.
 - 45 minutes *without* an alternate airport specified.
- 15 minutes of holding fuel calculated 1,500' above airport elevation at ISA at holding speed. The 15 minutes of holding fuel is *not* a CASA regulatory requirement and can be edited in the Advanced Fuel Options section.
- The *higher* of:
 - An amount of fuel to fly for 5 minutes at holding speed at 1,500 ft above the destination airport elevation in ISA conditions.
 - The applicable variable fuel reserve as depicted in the table below.

Item	Column 1	Column 2	Column 3	Column 4
	Aircraft	Flight Rules	Fixed Fuel Reserve	Variable Fuel Reserve
RPT and charter				
8	Piston aeroplane	IFR or VFR	45 minutes	10% (not less than 5 minutes)
9	Turbojet or turboprop aeroplane	IFR or VFR	30 minutes	5% (not less than 5 minutes)
10	Helicopter	VFR	20 minutes	10%
11	Helicopter	IFR	30 minutes	10%
12	Airship	IFR or VFR	30 minutes	N/A

CASA RPT Fixed and Variable Fuel Reserve Requirements

4. FLIGHT EDITOR

CASA Non-RPT adds:

- 15 minutes of holding fuel calculated 1,500' above airport elevation at ISA at holding speed. The 15 minutes of holding fuel is *not* a CASA regulatory requirement and can be edited in the Advanced Fuel Options section.
- Reserve and contingency (variable) fuel as depicted in the table below.

Item	Column 1	Column 2	Column 3	Column 4
	Aircraft	Flight Rules	Fixed Fuel Reserve	Variable Fuel Reserve
Other than RPT and charter (e.g. Private, aerial work and flying training)				
1	Small aeroplane (piston or turboprop)	Day VFR	30 minutes	N/A
2	Small aeroplane (piston or turboprop)	IFR or Night VFR	45 minutes	N/A
3	Turbojet & Large Aeroplane (turboprop)	IFR or VFR	30 minutes	5%
4	Large Aeroplane (piston)	IFR or VFR	45 minutes	5%
5	Helicopter	VFR	20 minutes	N/A
6	Helicopter	IFR	30 minutes	N/A
7	Airship	IFR or VFR	30 minutes	N/A

CASA Non-RPT Fixed and Variable Fuel Reserve Requirements

4. FLIGHT EDITOR

4.4.2 Contingency Fuel Policies

The Contingency Policy selector allows you to determine contingency fuel using either **Default** or **RCF** (Reduced Contingency Fuel) calculations.

Contingency Policy	Contingency
Default ▼	10 %

Contingency Policy Selector

Default calculates required contingency fuel based on the flight's selected reserve fuel policy. For example, selecting the FAA Part 121 International reserve policy with the default contingency fuel policy results in a contingency percentage of 10%.

4. FLIGHT EDITOR

RCF (Reduced Contingency Fuel) calculates the minimum quantity of contingency fuel required by comparing your planned flight with a second flight that has a different destination airport. Reduced contingency fuel allows you to select a *decision point* and a *2nd destination*. ForeFlight Dispatch will then calculate two flights plans:

- One flight plan from your departure to your 2nd destination via a decision point, using your defined contingency percentage (usually 5%).
- Another flight plan from your departure to your primary destination with contingency fuel calculated as 5% of the trip fuel from the decision point to the primary destination.

The minimum required contingency fuel under RCF becomes the greater of the minimum required fuel for the two flight plans. When RCF is selected, you will see the following new fields:

Decision Point - The waypoint used to calculate the fuel requirements for the flight to the second destination airport. This may be any waypoint in your primary route.

2nd Destination - The second destination airport used to calculate fuel requirements in conjunction with the decision point.

2nd Dest. Route - A route from your decision point to the second destination. This route must be entered manually.

2nd Dest. Alt. - An alternate airport for your second destination airport, if one is required.

Note: Reserve fuel policies are usually dependent upon the regulatory environment of the flight. As a result, when a reserve fuel policy is selected that's based on a regulatory environment, the contingency fuel percentage is automatically populated with the amount specified in the applicable regulation.

4. FLIGHT EDITOR

4.4.3 Contingency %

When selecting a reserve fuel policy that mandates contingency fuel, Dispatch automatically populates the Contingency % field with the appropriate amount.

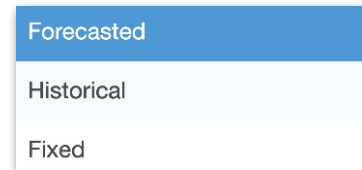
For example, if selecting the **EASA Commercial** reserve policy, contingency fuel is automatically set to 5%. If selecting the FAA Part 91/135 Reserve Policy, no contingency fuel is required by regulation, thus contingency fuel is set to zero.

If *no* contingency fuel is required per the reserve fuel policy, the contingency fuel percentage is set to zero. To manually add or edit contingency fuel, use the  % button or manually enter a value. See **Reserve Policies** for additional information.

4. FLIGHT EDITOR

4.4.4 Wind Model

Wind Model specifies the source of winds aloft information. Selecting different wind models results in different flight planning results. This option allows the flight planner to account for numerous winds aloft scenarios.



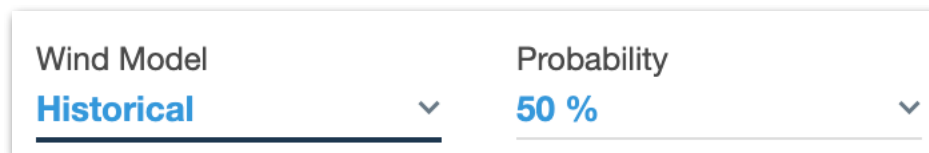
The **Forecasted** model uses global winds aloft forecasts from the Global Forecast System (GFS). Forecasts can be used for flights with ETDs up to seven days in the future. This Wind Model will generally provide the most accurate winds aloft data since it's based on actual forecasts.

The **Historical** model uses wind data from the National Center for Atmospheric Research (NCAR). Historical winds are derived from *monthly averages* over the past 40 years. As a result, all flights planned with historical winds within a given month use the same data.

Historical wind averages imply that there's a 50% probability actual conditions will be more or less favorable than the historical average. Selecting historical winds adds a probability dropdown menu allowing flight planners to account for the probability of winds being less favorable than the historical average.

The probability setting represents the likelihood of historical winds being worse than actual conditions. Thus, a 95% probability returns very pessimistic winds aloft flight planning results.

A 95% settings results in a high probability of the *actual* conditions being more favorable than the historical average.



Historical Wind Model

4. FLIGHT EDITOR

The **Fixed** model uses a single wind component and ISA deviation to calculate performance for the entire flight. Selecting fixed winds adds two new fields to the right of the Wind Model selector, Wind Component and ISA Dev.

Wind Component allows you to specify a fixed wind speed in knots, followed by an **H** or a **T** to indicate if the wind is a headwind or tailwind.

ISA Dev allows you to specify a positive or negative temperature deviation from the standard atmosphere. Manually enter a number in each field, or use the button that  appears on the right when you click the field to adjust the value incrementally.

Wind Model	Wind Component	ISA Dev
Fixed ▼	22T	-5

Fixed Wind Model

NOTE: Dispatch will not allow flight plans to be filed when the *Historical* or *Fixed wind* models are selected. These wind models are intended for scenario planning only and should not be relied on to calculate a flight's actual expected performance.

4. FLIGHT EDITOR

4.5 Crew & Load

The Crew fields allow you to designate crew members for a flight. All crew members selected here will receive a notification when the flight is released or updated with changes. Crew members assigned to a flight will automatically have access to the flight in ForeFlight on their mobile devices once the flight is released.

CREW		LOAD			
PIC			PEOPLE	WEIGHT	SUBTOTAL
		Pilots	0	x 200 lb	0 lb
SIC		CA	0	x 200 lb	0 lb
		Adults	0	x 100 lb	0 lb
		Males	0	x 250 lb	0 lb
		Females	0	x 250 lb	0 lb
		Children	0	x 50 lb	0 lb
		Infants	0	x 10 lb	0 lb
		Cargo		0 lb	0 lb
		☐ Use max load			
		Total	0		0 lb

Crew and Load Section

You can add additional crew fields for PIC, SIC, or Cabin Attendant (CA) using the [Add Crew](#) button. Click on any crew field to open a dropdown menu listing all selectable users on your account by name or email address. Use the Search Bar at the top of the menu to quickly filter the list as you type. Click on a user to select them for that crew field.

Note: PIC and SIC fields are shown by default, but only the PIC field is required before the flight can be released or filed.

4. FLIGHT EDITOR

4.5.1 Ad-hoc Crew Members

Crew members who are not members of your account can be assigned to a flight. To assign someone to a flight that's not a part of your account, enter their email address in the appropriate crew member field (e.g., PIC, SIC). Adding an email address assigns the person as an ad-hoc crew member.

Ad-hoc crew members receive the same email notifications as others on your account. When the flight is released or when updates are made, ad-hoc crew members receive an email.

To view the flight in ForeFlight Mobile, ad-hoc crew members must open the email from an iPad or iPhone. The iPad or iPhone must have ForeFlight Mobile installed. Once the email is open, ad-hoc crew members must click the [View in ForeFlight Mobile](#) link. Once the link is clicked, ForeFlight automatically opens and presents a prompt for accepting the shared flight.

Flights *do not* automatically appear in ForeFlight Mobile for ad-hoc crew members. The only way an ad-hoc crew member will see a flight in ForeFlight Mobile is by clicking the link in the email and accepting the flight.

Flight Releases with Ad-hoc Crew Members

Releasing a flight with an ad-hoc crew member is the same as releasing a flight without one. Flights can be released as read-only or editable.

When a flight with an ad-hoc crew member is released as editable, the ad-hoc crew member can make edits to the flight from ForeFlight Mobile. Edits that an ad-hoc crew member makes are synced and reflected in Dispatch.

4. FLIGHT EDITOR

4.5.2 Load

The Load section allows flight planners to enter crew, passengers, and cargo as unique fields.

Average weights for each field are populated automatically and can be manually edited or adjusted with a rocker switch.

The data entry fields for the load section are:

LOAD				
	PEOPLE		WEIGHT	SUBTOTAL
Pilots	2	x	205 lb	410 lb
CA	0	x	205 lb	0 lb
Adults	0	x	178 lb	0 lb
Males	3	x	205 lb	615 lb
Females	1	x	184 lb	184 lb
Children	0	x	87 lb	0 lb
Infants	0	x	0 lb	0 lb
Cargo			145 lb	145 lb
☐ Use max load				
Total	6			1,354 lb

- **Pilots** - The number of pilots is filled automatically based on the PIC and SIC assigned to the flight.
- **CA** - The number of cabin attendants is filled automatically based on the cabin attendants assigned to the flight.
- **Adults** - The default number of adult passengers is zero. Use the rocker switch or manually enter the number of adult passengers on board the flight.
- **Males** - The default number of male passengers is zero. Use the rocker switch or manually enter the number of male passengers on board the flight.
- **Females** - The default number of female passengers is zero. Use the rocker switch or manually enter the number of female passengers on board the flight.
- **Children** - The default number of children on the flight is zero. Use the rocker switch or manually enter the number of children on board the flight.
- **Infant** - The default number of infants on the flight is zero. Use the rocker switch or manually enter the number of infants on board the flight. The default passenger weight for infants is 0 pounds and can be adjusted as needed.
- **Cargo** - The combined weight of all cargo and baggage for the flight or other items not included in the aircraft's empty weight.

4. FLIGHT EDITOR

Use Max Load

When **Use max load** is enabled, Dispatch automatically sets the Cargo weight to the highest value possible without exceeding the aircraft's weight or fuel limits.

The weight or fuel limit constraining this value depends on the flight. For short flights, the maximum load may be determined by the max zero fuel weight (ZFW) or max takeoff weight (TOW). For long flights, the maximum load may be determined by the aircraft's total fuel limit.

When both **Use max load** and the **Maximum Fuel** policy are selected, Dispatch prioritizes maximizing the payload before maximizing the flight's total fuel.

For shorter flights, this typically means that Dispatch will first max out the Payload or ZFW limits, then add fuel until the next weight limit is achieved (e.g., Ramp Weight, TOW, or Landing Weight).

For long flights where the minimum fuel required is high, the Payload and ZFW limits may not be reached due to some other limit being achieved first.

4. FLIGHT EDITOR

4.6 Contingency Planning

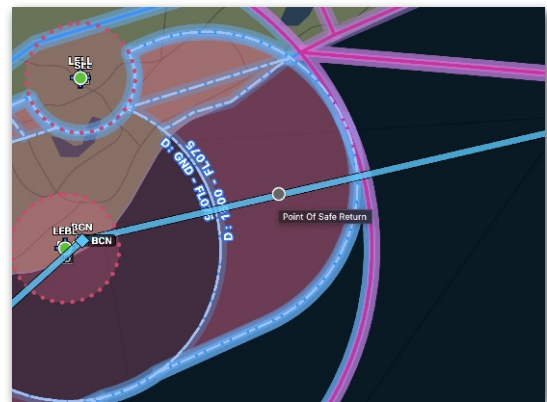
Dispatch supports Point of Safe Return (PSR), Equal Time Point (ETP), Extended-range Twin-engine Operational Performance Standards (ETOPS), and Single Engine Turbine Operation (SETOPS) performance calculations. When properly configured and enabled, the relevant PSR, ETP, ETOPS, or SETOPS calculations are depicted on the map and in the Navlog.

Note: Dispatch computes flight plans for most twin-engine jets *without any additional configuration*. However, we highly recommend you review aircraft settings before Dispatching any flight.

4.6.1 Point of Safe Return (PSR)

The Point of Safe Return (PSR) is the furthest point along a route from which the aircraft could return to the *departure airport* with alternate, reserve, and contingency fuel.

Dispatch marks PSR on the Route Map as a dark gray dot. The PSR dot is both larger and darker than any other dot on the map. Hold the mouse over the PSR dot to show the text confirming that it is the PSR.



PSR depicted on the map

Note: PSR is calculated by assuming the aircraft has an engine failure and has to be able to return to the departure airport on one engine at the OEI altitude. The fuel reserves used for calculating the PSR is the same fuel reserve as used for the flight from departure to destination airport.

To calculate and depict the PSR:

1. Plan a flight by entering departure/destination airport, aircraft, and ETD.
2. Click **(SHOW)** to the right of **Contingency Planning**.
3. Enable PSR by checking the **PSR** box.

CONTINGENCY PLANNING (Hide)

ETP Airport Pairs

☒ PSR ☐ ETOPS

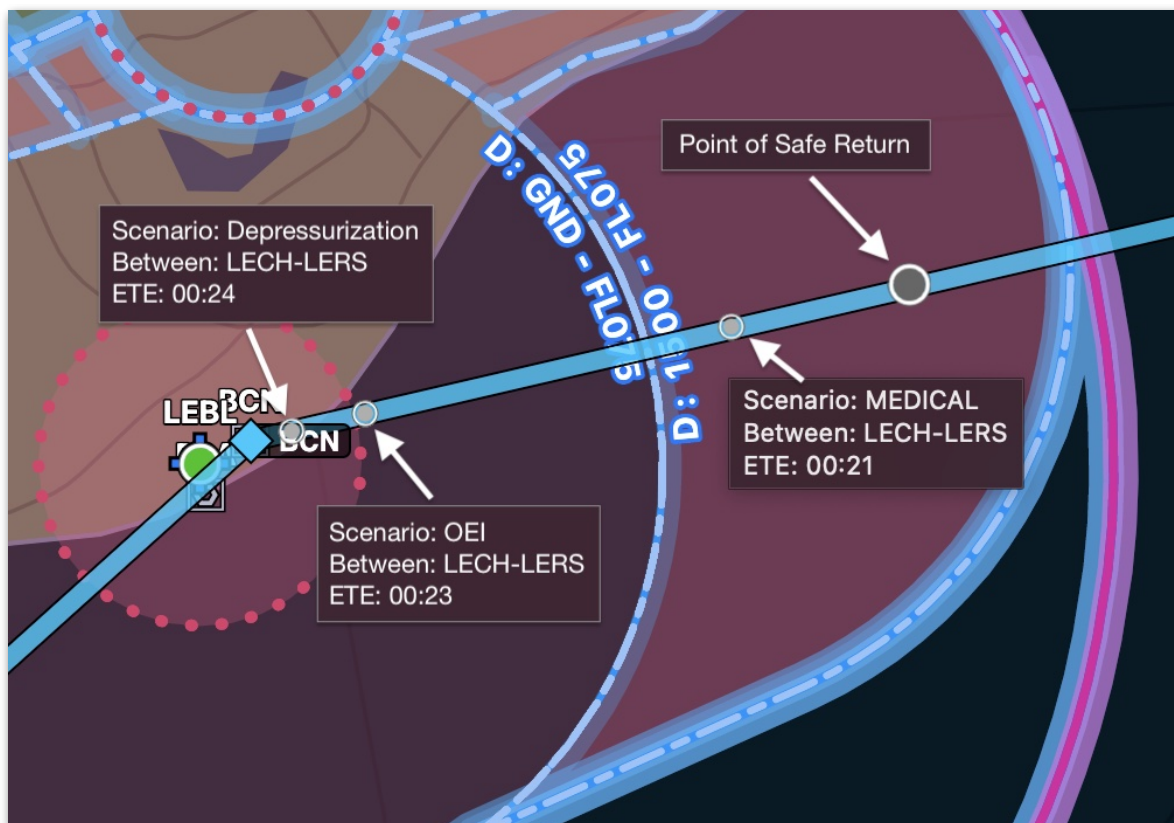
4. FLIGHT EDITOR

4.6.2 Equal Time Points (ETP)

Equal Time Point (ETP) is a position along a route of flight between two user-specified diversionary airports. The point is determined by the amount of time it takes to reach each diversionary airport. The point where the amount of time is equal between the two points is the ETP.

Determining ETP prior to flight is useful for emergency scenario planning. Contingency ETP flight planning allows a pilot to quickly identify the airport that can be reached the quickest in the event of an emergency scenario. Dispatch factors ambient weather, aircraft performance, and the emergency scenario when computing ETP. Dispatch computes ETP for three unique emergency scenarios:

- **Medical Emergencies**
- **Depressurization**
- **Engine Failure**



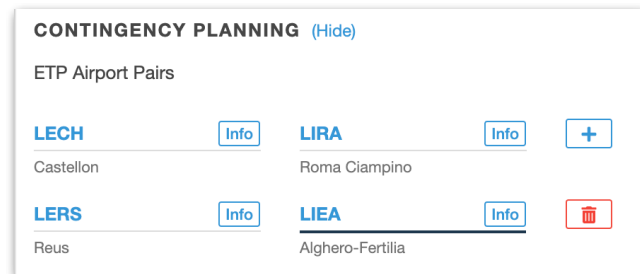
ETP (Equal Time Points) on the map

4. FLIGHT EDITOR

Determining ETP

Unlike PSR, to determine ETP, diversionary airport pairs must be specified. For example, to determine ETP between the departure and destination airport, the planner must enter the appropriate departure and destination airport identifiers under **ETP Airport Pairs** fields.

Dispatch can calculate ETP for more than one airport pair. This ability is useful for when there are numerous suitable diversionary airports along your route of flight. To add additional airport pairs, use the **[+]** button to add additional airport pair rows.

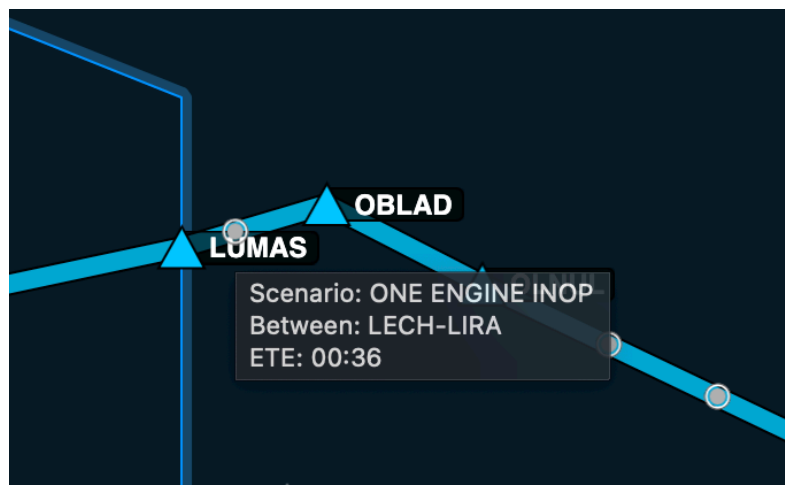


CONTINGENCY PLANNING (Hide)		
ETP Airport Pairs		
LECH	Info	LIRA Info +
Castellon		Roma Ciampino
LERS	Info	LIEA Info -
Reus		Alghero-Fertilia

ETP Airports

ETP on the map

Dispatch depicts the each equal time points on the map as a small gray dot. In order to determine which emergency scenario is being depicted by the ETP dot, hover the cursor over the dot for two or more seconds. The pop-up depicts the emergency scenario (e.g. OEI), the airport pair, and the ETE between ETP and the diversionary airports



Flight Editor Map - ETP Text Box

Note: Only one point of safe return will be calculated for each flight. Only one ETP text box is depicted at a time.

4. FLIGHT EDITOR

Emergency Scenarios

Dispatch computes ETP for each emergency scenario using a unique set of rules. Depending on the aircraft's capabilities, the emergency scenario may require the aircraft to descend or fly using a different configuration. Each emergency scenario as well as how Dispatch computes ETP is explained below.

Medical Emergencies (ETP)

Medical ETP allows pilots to quickly identify the nearest suitable diversionary airport during a medical emergency. If the aircraft has not yet reached ETP, it is quicker to turn around and divert to the previous diversionary airport.

Medical ETP is applicable when the aircraft is *operating normally* but due to a passenger or crew member needing immediate medical attention, the aircraft must divert.

Medical ETP calculations are performed with the aircraft operating under normal performance specifications at the planned cruise altitude.

To select a different default medical ETP performance profile:

1. Select **Aircraft** from the sidebar
2. Select the aircraft to be edited
3. Click **Medical Cruise Mode** in the ETP Configuration section
4. Select the new default Medical ETP profile for the aircraft

MEDICAL SCENARIO
Medical Cruise Mode
Optional

FOREFLIGHT

Mach 0.85
Climb: 250/300/M0.80
Descent: M0.80/300/250

Long Range Cruise
Climb: 250/300/M0.80
Descent: M0.80/300/250

Mach 0.82
Climb: 250/300/M0.80
Descent: M0.80/300/250

Mach 0.80
Climb: 250/300/M0.80
Descent: M0.80/300/250

Mach 0.84
Climb: 250/300/M0.80
Descent: M0.80/300/250

Medical ETP Cruise Mode Selection

Note: By default, Medical ETP results are calculated using the *max speed* profile available (such as maximum continuous thrust).

4. FLIGHT EDITOR

One Engine Inoperative (OEI-ETP)

One engine inoperative ETP is calculated with the assumption the aircraft loses an engine and a descent to an altitude where the aircraft can operate with the remaining engine(s) *may* be required.

The altitude to which the aircraft *may* need to descend is determined by ambient weather conditions and the aircraft's performance capabilities. If according to manufacturer data, the aircraft is unable to operate OEI at the planned cruise altitude, Dispatch will determine the highest altitude possible and will determine ETP using wind and temps aloft from that altitude.

Poor OEI performance, large amounts of fuel, or payload may result in lower cruise altitudes after engine failure. If a reduced altitude is necessary to operate OEI, the lower OEI cruise altitude and performance results are located on the flight's Navlog in the ETP Summary section.

ETP Summary			
ETP #1		LEBL / LIEA MSA FL 76 / FL 60.	
TYPE	DIVERSION TIME	MIN FUEL	FL
DEPRESSURIZED	0h36m	1209 lbs	FL 100
MEDICAL	0h25m	951 lbs	FL 430
ONE ENGINE INOP	0h27m	893 lbs	FL 310

Reduced cruise altitude OEI scenario

4. FLIGHT EDITOR

Depressurization ETP

In the event of a cabin pressure emergency or other problem requiring a rapid descent *without engine loss*, pilots should refer to the Depressurization ETP for determining the diversionary airport that can be reached the quickest.

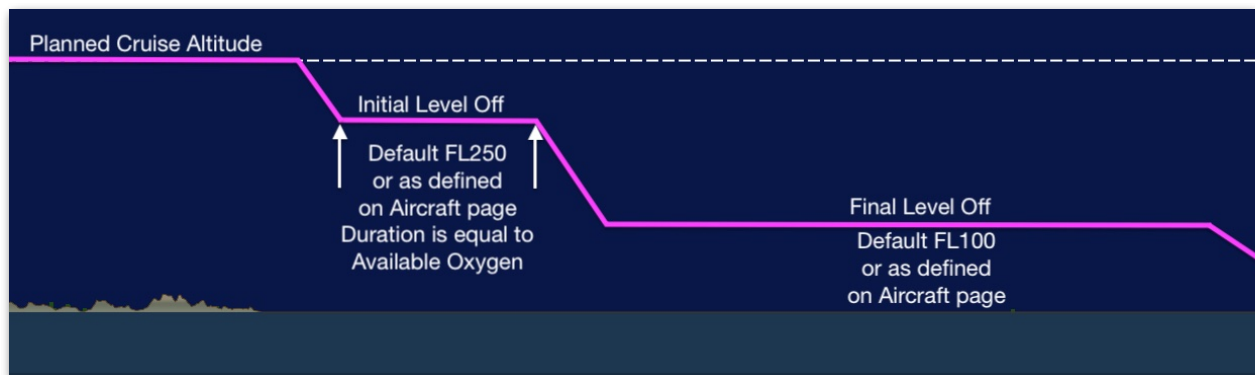
Depressurization ETP is calculated by accounting for an emergency descent to an initial level off altitude where the aircraft can cruise for a specified amount of time using the available oxygen onboard.

If *no* available oxygen is specified on the aircraft's configuration page, an emergency descent is planned from the cruise altitude directly to the *default final level off* depressurization altitude of FL100.

If your operations call for a different final level-off altitude, you can edit the altitude on the **Aircraft** configuration page.

If no **Initial level-off altitude** is specified, an initial *default level-off altitude* of FL250 is used. If **Available Oxygen** is specified, Dispatch will plan for the aircraft to cruise at the initial level-off altitude for the time specified in **Available Oxygen (Min)**.

If no available oxygen is specified on the aircraft configuration page, ETP will be calculated with a descent from cruise directly to the final level-off altitude.



Depressurization ETP Scenario

4. FLIGHT EDITOR

Depressurization Configuration

To configure your aircraft's depressurization scenarios:

1. Select **Aircraft** from the sidebar.
2. Select the aircraft to be edited.
3. Scroll to the ETP Configuration section.
4. Enter available oxygen, initial, and final level off altitudes.

ETP CONFIGURATION		
DEPRESSURIZATION SCENARIO		
Available Oxygen (Min)	Initial level off altitude (ft)	Final level off altitude (ft)
Optional	Optional	Optional

Aircraft Depressurization Configuration

Depressurization Profile

Depressurization ETP can be calculated using 1 of 4 available cruise profiles. If no profile is selected, the AEO Max Speed profile is selected by *default*.

Depressurization ETP can be calculated with an AEO Max speed, AEO Max range, OEI performance, or Most critical profile.

To select a depressurization profile:

1. Select **Aircraft** from the sidebar.
2. Select the aircraft to be edited.
3. Scroll to the ETP Configuration section.
4. Click **Depressurization Profile**.
5. Select the appropriate profile for the aircraft.

Depressurization Profile

Most critical

Most critical

AEO Max range

AEO Max speed

Engine out

Depressurization ETP Cruise Profiles

4. FLIGHT EDITOR

Most Critical Depressurization Profile

If the **Most Critical** Depressurization profile is selected in the ETP Configuration section, Dispatch compares AEO Max speed, AEO Max range, and OEI scenarios to determine the profile that requires the most fuel. When the Most Critical profile is selected, you can find the profile that results in the most fuel use in the Navlog ETP Report.

ETP Report

ETP #1

DEPRESSURIZED FL 100 @ 272KT, AEO LRC (NO OXYGEN STEP)

Most Critical Depressurization Profile Results

To determine max speed and range, Dispatch analyses all available performance profiles for your aircraft type and will select the appropriate profile for the given conditions when you choose either Max speed or Max range.

For example, choosing the Max Speed Depressurization profile may result in Dispatch using performance data from your aircraft's Mach .82 performance profile.

NOTE: Max speed and Max range profiles are generally not explicitly published by the manufacturer.

4. FLIGHT EDITOR

General Fuel Parameters

ETP calculations can be customized with the General Fuel Parameters section. For more accurate ETP planning results, enter information about APU fuel burn, structural icing performance, and unique fuel reserve requirements for emergency scenarios. Values entered in the General Fuel Parameters section are applied to all ETP scenarios.

GENERAL FUEL PARAMETERS			
APU Fuel Burn (lbs/hr)	Anti-Ice/Ice-Accretion %	ETP Reserve Time (Min)	ETP Fuel Bias %
150	20	60	5
Minimum ETP Landing Fuel (lbs)			
300			

ETP General Fuel Parameters

- **APU Fuel Burn** specifies an amount of fuel burn per hour to account for APU fuel use. APU fuel burn may be applicable in some OEI scenarios.
- **Anti-Ice/Ice-Accretion** specifies a fuel burn penalty depicted as a percentage of total fuel flow to account for ice accretion. For example, if you anticipate icing conditions that will lead to an extra 10% of fuel burn on the flight, you should enter 10 in this field.
- **ETP Reserve Time (Min)** specifies an amount of reserve fuel, expressed in minutes, specific for all ETP scenarios.
- **ETP Fuel Bias** specifies a fuel burn penalty depicted as a percentage to produce conservative ETP results. For example, if you'd like to calculate 15% more fuel for all ETP scenarios, you should enter 15 in this field.
- **Minimum ETP Landing Fuel** specifies the minimum amount of fuel in pounds or kilograms that the aircraft should land with at an ETP diversionary airport.

Computing ETP Flight Plans

Once ETP/ETOPS airports have been entered, a new line under the fuel section shows additional fuel. If the fuel carried by the flight is already sufficient, the additional fuel is zero.

If extra fuel is required to ensure the flight can safely divert on all scenarios, additional fuel will be added to the flight plan. You can view a full breakdown of ETP information in the Navlog.

4. FLIGHT EDITOR

4.6.3 ETOPS

Dispatch supports Extended-range Twin-engine Operational Performance Standard (ETOPS) calculations. This feature adds an ability to quickly identify if flights meet ETOPS certification standards.

Only aircraft that have been configured with at least one maximum ETOPS distance and time on the aircraft configuration page will be able to select the ETOPS checkbox.

ETOPS Configuration

To configure an aircraft for ETOPS calculations:

1. Select **Aircraft** from the sidebar.
2. Select the aircraft to be edited.
3. Scroll to the ETOPS Calculations section.
4. Click **+ Add New Range**.
5. Enter your ETOPS time and distance requirements.

ETOPS CALCULATIONS		
TIME RANGE (MIN)	DISTANCE RANGE (NM)	
60	200	Delete
120	500	Delete
+ Add new range		

ETOPS Configuration

NOTE: ETOPS Time Range and Distance Range should reflect one engine inoperative performance.

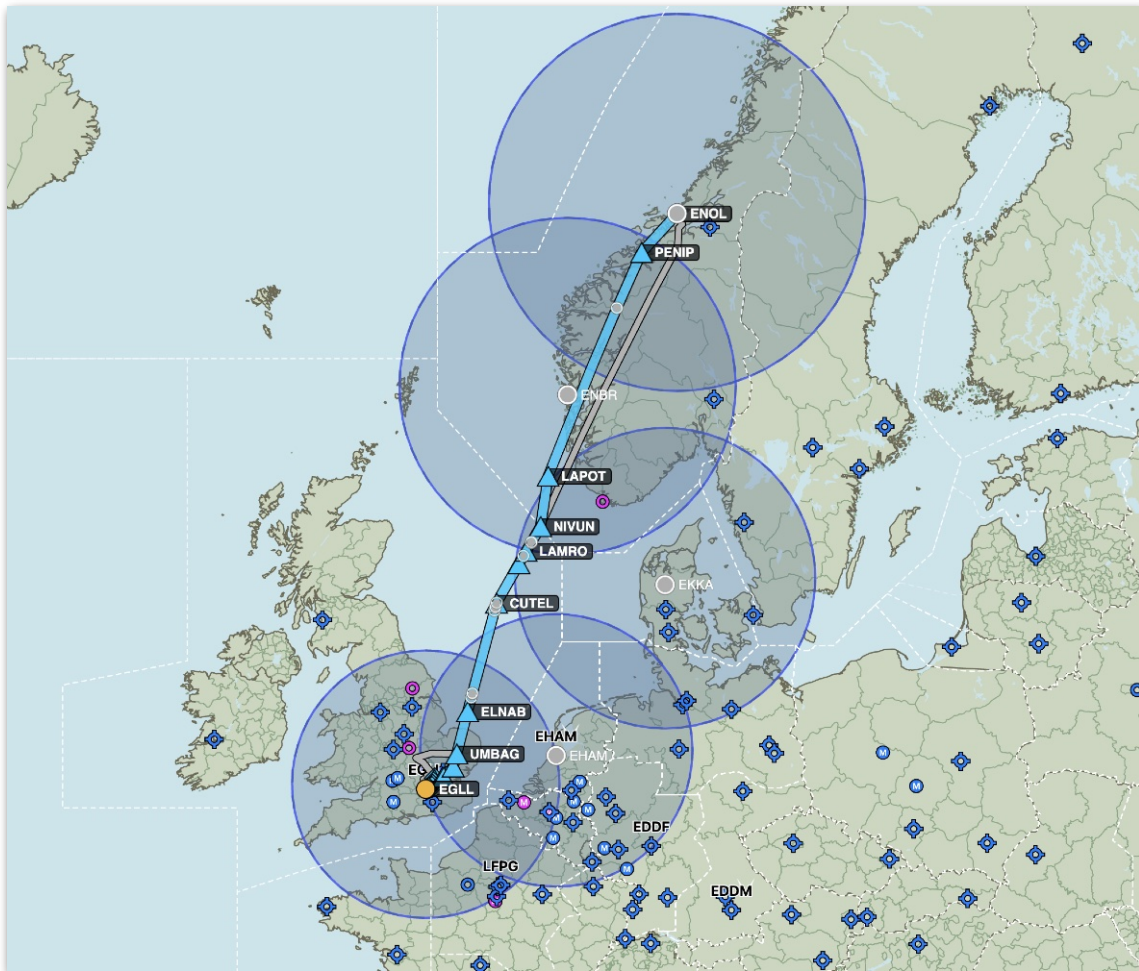
4. FLIGHT EDITOR

Determining ETOPS Range

To ensure ETOPS compliance

1. Enter ETOPS Configuration specifications on the aircraft configuration page.
2. Plan a flight with a minimum of two ETP/ETOPS airports specified.
3. Enable ETOPS by clicking the **ETOPS** checkbox.
4. Refer to the Map or Briefing to ensure the entire route is within the ETOPS range rings.

Note: If more than one set of ETOPS time and distance values are entered, multiple rings with labels will be depicted indicating the applicable distances.



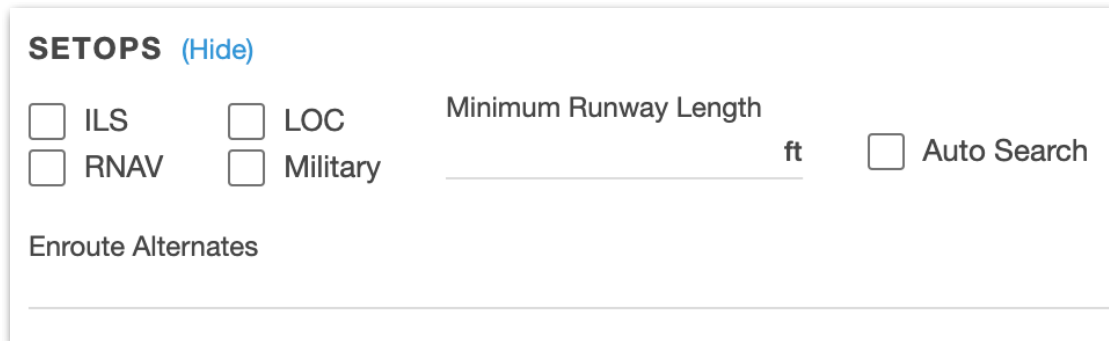
Flight Editor Map - ETOPS Range Rings

4. FLIGHT EDITOR

4.6.4 SETOPS

Dispatch supports Single Engine Turbine Operations (SETOPS) as required to operate single-engine turbine aircraft commercially under EASA regulations. When a single-engine turbine aircraft has SETOPS enabled (available as a subscription add-on) the ETP/ETOPS section is replaced with SETOPS.

To view the SETOPS section, click [\(Show\)](#) next to the SETOPS label.



Flight Editor - SETOPS Section

Layout

The SETOPS section contains a group of check boxes and a **Minimum Runway Length** field for specifying suitable en route alternate airports. To the right of the minimum runway length field is an **Auto Search** option for automatically determining the suitable en route alternates.

Below the checkboxes and minimum runway field this is an **En route Alternates** field which lists the en route alternate airports.

Auto Search

Dispatch searches for en route alternates automatically when the **Auto Search** checkbox is selected. To modify the list of en route alternate airports or to specify alternates manually, deselect the **Auto Search** checkbox and manually enter the appropriate airport identifiers.

The **ILS**, **LOC**, and **RNAV** checkboxes define what approaches must be available for an airport to be considered an en route alternate when using auto search. If multiple approach type selections are made, the filters will narrow the search to *any* airport with *at least* one of the approach types available.

4. FLIGHT EDITOR

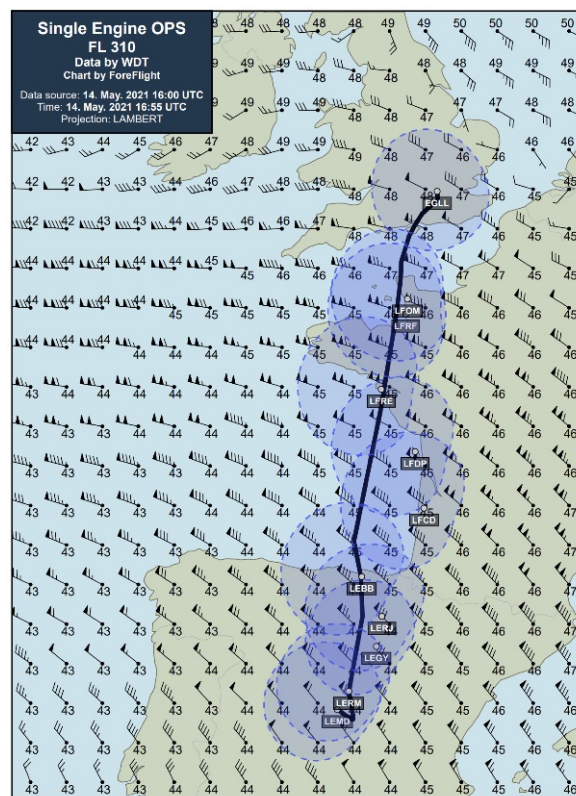
For example, if **ILS**, **LOC**, and **RNAV** are all checked, the auto search will search for airports that have either an RNAV, Localizer, or ILS approach.

The **Military** checkbox determines if Military airports can be included in the list of suitable en route alternate airports when the Auto Search function is enabled. If military airfields are not a suitable en route alternative for your operation, do not check the Military box.

The **Minimum Runway Length** field specifies the minimum runway length for an airport to be considered an en route alternate by the auto-search function. Dispatch evaluates all runways at an airport and if there is at least one runway with a length that is equal to or greater than specified, the airport will be eligible as an alternate.

SETOPS Map

Once the SETOPS analysis has been enabled, Circles will be drawn around the en route alternates equivalent to the estimated glide distance to that airport. The briefing package will include a chart with the same graphics as well as a risk analysis report.



Flight Editor - SETOPS Map

4. FLIGHT EDITOR

4.7 Routes

The Routes section depicts the route, altitude, and flight rules for the flight. Routes can be selected from a list, generated with the [Route Builder](#), or manually specified.

ROUTES

Target Altitude...
FL 430

Flight Rule
IFR

Selected Route
IDU1 JCT J15 INK J4 EWM J184 BXK J4
MESSI ESTWD BRUEN2
Altitude Steps: FL400 for 934 nm, FL430 for 299 nm

[Route Builder](#)
[Procedure Advisor](#)

RECOMMENDED ROUTES		DISTANCE	TIME	FUEL
FL430 IFR	IDU1 JCT J15 INK J4 EWM J184 BXK J4 MESSI ESTWD BRUEN2	1,234 nm	02:56	10,099 lb

ATC CLEARED ROUTES

FL400 IFR	RETYR6 JCT EWM Cleared 1x today, 1x past month. Jets in FL350 to FL360.	1,210 nm	02:56	10,008 lb
FL430 IFR	RETYR6 JCT ELP SSO J4 MESSI ESTWD HLYWD1 Cleared 2x today, 59x past month. Jets in FL200 to FL430.	1,220 nm	02:55	10,035 lb

Routes Section

4.7.1 Initial Altitude (Target Altitude)

When creating a new flight, Initial Altitude is populated with the aircraft's default cruise altitude. Once a departure and destination are entered, the initial altitude is automatically updated with an *optimal* altitude for the flight. The optimal altitude can be manually overridden.

If Dispatch determines step climbs are necessary to reach the initial altitude, the Initial Altitude label is changed to *Target Altitude* with the altitude steps listed below the selected route.

Altitudes should be entered as flight levels with two digit or three digit values. For example, 9000 ft would be entered as 90, and FL280 would be entered as 280. Click the Initial Altitude field to manually enter a value or use the arrows  to adjust the planned altitude.

Initial Altitude
FL 270

Target Altitude...
FL 310

NOTE: Once a departure and destination airport are entered, Dispatch automatically selects an optimal altitude for the flight.

4. FLIGHT EDITOR

4.7.2 Flight Rule

The Flight Rule field specifies which flight rule the plan will be filed under. There are four flight rules to choose from.

- **IFR** - The flight will be conducted under instrument flight rules.
- **VFR** - The flight will be conducted under visual flight rules.
- **YFR** - The flight will begin as IFR and will then change to VFR. A transition to VFR will automatically be added at the last point in the route if a transition to VFR is not specified.
- **ZFR** - The flight will begin as VFR and will then change to IFR. A transition to from VFR to IFR will automatically be added at the first waypoint in the route if a transition is otherwise not specified.

4.7.3 Selected Route

The Selected Route generates the flight planning results and is what will be filed with ATC. The selected route defaults to DCT (direct) unless another route is either:

- chosen from the Recommended or ATC Cleared route list
- generated by the Route Builder
- manually entered

Altitude Steps

If a route selected from the list or built with the Route Builder requires multiple cruise altitudes, the altitude steps will be listed below the selected route field.

Turbulence Warnings

If moderate or greater turbulence is forecast for any part of the route, a turbulence marker is depicted. Move the cursor over the turbulence icon to see the forecasted turbulence details.

Selected Route

BETUV6F BETUV UN491 GALBO/N0395F450 UN491 RESMI UL612 MILPA UM135 LURAG M135 VEROB VEROB1B 

Altitude Steps: FL320 for 179 nm, FL450 for 424 nm



Selected Route with Altitude Steps and Turbulence Warning

4. FLIGHT EDITOR

4.7.4 Manual Coordinates

The route field supports the following manual coordinate formats:

- Degree Minute Second
- Decimal Degree

Degree Minute Second

When entering coordinates using the Degree Minute Second format, latitude should be six digits and begin or end with N or S. Longitude should be seven digits and begin or end with E or W.

If longitude is less than 100, a leading zero should be used. Latitude and longitude minute and second fields should be less than 60. There should be no space between characters. If the seconds are omitted, latitude and longitude should be four and five digits respectively. Dispatch assumes the second values are 00 if they are omitted.

Degree Minute Second Coordinate Examples:

N5528E01019 Coordinates begin with designation, seconds omitted.

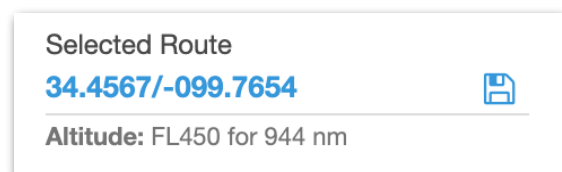
5528S01019W Coordinates end with designation, seconds omitted.

N552836E0101951 Coordinates begin with designation, seconds included.

552836N0101951E Coordinates end with designation, seconds included.

Decimal Degree

When entering coordinates using the decimal degree format, latitude and longitude should begin with a number. To designate the southern or western hemisphere, enter a “-” before the coordinates. If longitude is less than 100, a leading zero should be used.



Decimal Degree Format

4.7.5 Route List

Below the Selected Route field, there is a list of potential routes. The list of routes is dynamic and will change based on the region of flight and aircraft. If there are more available routes than what your screen can display, scroll down to view the remaining routes.

4. FLIGHT EDITOR

At the top of the route list is the Recommended Route followed by any Saved Routes, ATC Cleared or EUROCONTROL Routes, and Preferred Routes.

Recommended Route

Dispatch's primary route proposal for your flight is the Recommended Route. The method and criteria for how this route is generated depends on the region of the flight.

Within United States domestic airspace

Within US domestic airspace, ForeFlight's Recommended Route gives you the best route based on your aircraft performance profile and time/fuel savings while also accounting for preferred routes, recent ATC cleared routes, and how frequently a given route is assigned.

Dispatch evaluates all available route options and picks the one that provides the best balance between time/fuel savings and the likelihood of being "cleared as filed" by ATC. If no previously cleared routes are available for an airport pair, ForeFlight will generate a wind and temperature-optimized route based on your selected aircraft and performance profile.

Outside United States domestic airspace

Outside US domestic airspace, Dispatch uses route optimization logic to produce a wind and temperature-optimized route. If the flight crosses into European airspace, Dispatch evaluates RAD, CDR, and FUA restrictions to create a EUROCONTROL valid route.

RECOMMENDED ROUTES		DISTANCE	TIME	FUEL
FL450 IFR	LURIC7 HAWES ELD J29 SUTTN JAMEA BETIE DARBY SUMET JST HNK PONCT JFUND2	1,450 nm	03:36	2,762 lb
SAVED ROUTES				
FL450 IFR	LURIC7 HAWES ELD J29 SUTTN JAMEA BETIE DARBY SUMET JST HNK PONCT JFUND2 Weekly Monday Trip	1,450 nm	03:36	2,762 lb
ATC CLEARED ROUTES				
FL450 IFR	STRYA7 DPATY KT300 PSK GVE JFK ROBUC3 Cleared last month, 4x past year. Jets in FL410 to FL430.	1,436 nm	03:35	2,749 lb
FL450 IFR	LURIC7 ORRTH HARES BNA J42 RBV J222 JFK ROBUC3 Cleared March, 207x past year. Jets in FL290 to FL430.	1,453 nm	03:37	2,772 lb

Note: Routes generated using Route Builder will appear in the Recommended Routes section with the specific constraints used to generate each route shown below the route string.

4. FLIGHT EDITOR

ATC Cleared Routes

Flights within North American airspace will list routes cleared by ATC between the departure and destination airports, if any exist. Cleared routes are listed in reverse-chronological order based on which route was most recently cleared by ATC.

EUROCONTROL Routes

Flights within EUROCONTROL airspace will list suggested and recently filed routes by other airspace users between the selected airport pair.

Preferred Routes

Dispatch lists any routes that are published by ATC as preferred routes and commonly assigned by ATC for the selected airport pair. Currently, these are available for

- **United States:** FAA Preferred routes, TEC routes, and Coded Departure Routes
- **United Kingdom:** Routes from NATS Standard Route Document (SRD)

The Route List provides additional information about each route as follows:

- **Altitude and Flight Rule** - shows the suggested altitude in Flight Level format and flight rule for each route.
- **Turbulence Warning** - shows an orange turbulence marker when at least moderate turbulence is forecast for any part of the route at the planned flight time. Mouse over the marker to see details about the forecast, including the turbulence severity, the waypoints between which the turbulence is expected, and the altitude at which it is expected.
- **Route String and History or EUROCONTROL Validation** shows the entire route string for each route in bolded text and shows each route's history of clearances with U.S. ATC below that. Depending on how commonly a route is cleared by ATC, Route History may show the number of times its route has been cleared that day, or whenever it was most recently cleared (e.g., yesterday), how many times it has been cleared in the past month, how many times in the past year, and for which aircraft types and altitude range the route is most commonly cleared (e.g., Jets in FL340 to FL 430). Route history details for routes outside of the U.S. are not provided.

4. FLIGHT EDITOR

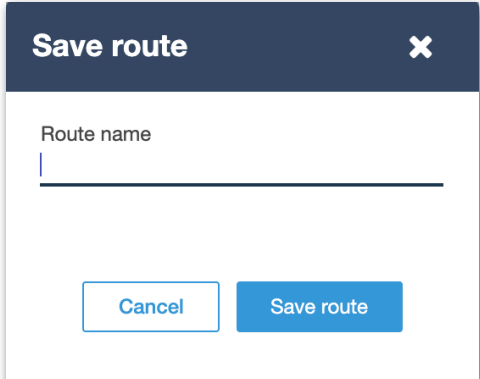
- Distance - shows the route's total distance in nautical miles.
- Time - shows the estimated flight time for the route based on the selected aircraft performance profile and other flight details.
- Fuel - shows the estimated Destination Fuel quantity based on the selected aircraft performance profile and other flight details.

Saved Routes

Routes can be saved to simplify planning between frequent airport pairs. Saved routes are accessed from the list of routes just below the Recommend Route.

To save a route, click the save icon  to the right of the route. After clicking save, enter a name for the route so that it is easily remembered. Saved route names must be unique and cannot be shared between airport pairs.

Your entire list of saved routes can be viewed, edited, or removed in **Dispatch > Settings > Saved Routes**.



A modal dialog box titled "Save route" with a close button (X) in the top right corner. It contains a text input field labeled "Route name" and two buttons at the bottom: "Cancel" and "Save route".

Saved Routes

RECOMMENDED ROUTES		DISTANCE	TIME	FUEL
FL450 IFR	LURIC7 HAWES ELD J29 SUTTN JAMEA BETIE DARBY SUMET JST HNK PONCT JFUND2	1,450 nm	03:36	2,762 lb
SAVED ROUTES				
FL450 IFR	LURIC7 HAWES ELD J29 SUTTN JAMEA BETIE DARBY SUMET JST HNK PONCT JFUND2 Weekly Monday Trip	1,450 nm	03:36	2,762 lb

Saved Route with Custom Route Name (Example: Weekly Monday Trip)

4. FLIGHT EDITOR

4.8 Route Builder

Route Builder allows flight planners to create customized routes with user-defined constraints. Constraints are rules that define what the route should or should not include.

Route Builder can also be used to edit existing routes or to create new routes from scratch. When Route Builder is opened, the route specified on the Flight Editor is loaded. If no route has been specified, the route is set to direct. To plan with Route Builder:

1. Select **Route Builder** from the Flight Editor.
2. Use the Constraint dropdown menu to specify constraints.
3. If a constraint requires a manual entry, such as *Via Waypoint*, click **Add Constraint** after entering a value.
4. Repeat steps two and three as necessary.
5. Specify minimum and maximum altitudes under Route Options if desired.
6. Click **Generate new route**.

After selecting **Generate new route**, Route Builder replaces the current route with an *optimized* route which complies with the specified constraints. After generating a route, constraints can be added or removed if required and an updated route can be generated.

The screenshot displays the Route Builder interface. At the top left is a 'Back' button. At the top right are 'Route Tools' and 'Generate new route' buttons. Below this is the 'ROUTE CONSTRAINTS' section, which is currently expanded. It contains two dropdown menus: 'Constraint' set to 'Avoid SID' and 'Avoid SID' set to 'BALDY3'. To the right of these is an 'Add Constraint' button. Below the dropdowns is a table with one row: 'Avoid SID' | 'BALDY3' | 'Remove'. Below this is the 'ROUTE OPTIONS' section, also expanded. It contains 'Min Altitude' set to 'FL 0' and 'Max Altitude' set to 'FL 450'. Below these is a note 'Aircraft max is FL450'. Below that is a 'Preview' section with 'Turbulence avoidance' set to 'None' (other options are 'Moderate' and 'Severe'). At the bottom is the 'ROUTE' section, showing 'Current Route' as 'DCT'.

Route Builder

4. FLIGHT EDITOR

4.8.1 Route Constraints

An unlimited number of constraints can be added to a route. The constraint dropdown menu offers two types of constraints:

- **Via** specifies elements that *must be included* in the route.
- **Avoid** specifies elements that must be excluded.

Via Waypoint specifies a point that must be included in the route. Waypoints can be any type of unique aeronautical element that exists in only one location, such as a waypoint, navaid, airport, procedure fix, etc. Type the point's identifier in the field to the right and click **Add Constraint** to add it to the list of active constraints. Waypoint names autocomplete once two characters are entered.

Avoid Waypoint specifies a point that must be excluded from the route. Waypoints can be any unique element that exists in only one location, such as a waypoint, navaid, airport, procedure fix, etc. Type the point's identifier in the field to the right and click **Add Constraint** to add it to the list of active constraints. Waypoint names autocomplete once two characters are entered.

Avoid FIR specifies an FIR or UIR that the route must not pass through. When the Avoid FIR constraint is selected, two additional dropdown menus appear.

The **Avoid FIR** dropdown lists every FIR. The **Overflowed FIR** list all FIRs that the current route passes through. Any FIRs that you specify is added to the list of constraints (the Add Constraint button is not used) and the FIR is shaded gray on the Route Map to indicate the FIR boundaries.

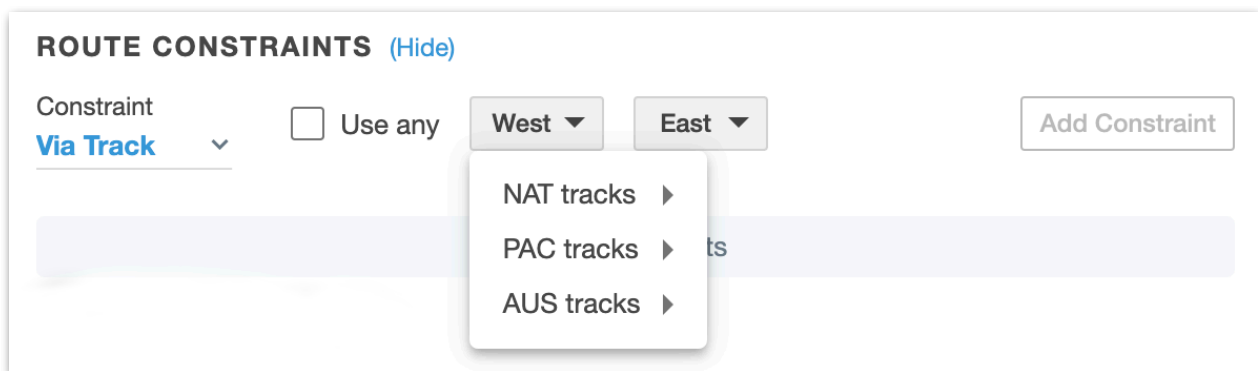
Avoid FIR constraints can also be specified using the map. To specify an FIR to avoid on the map, select **Route Tools > Airspace Crossings**. Move the mouse cursor over the map's FIR to avoid and left-click > **Add Avoid FIR Constraint**.

The screenshot shows a user interface for managing route constraints. At the top, the title 'ROUTE CONSTRAINTS' is followed by a '(Hide)' link. Below the title are three dropdown menus: 'Constraint' (set to 'Avoid FIR'), 'Avoid FIR' (set to 'EKDK: COPENH...'), and 'Overflowed FIR'. To the right of these menus is an 'Add Constraint' button. Below the dropdowns is a list of active constraints. The first constraint is 'Avoid FIR' for 'EKDK: COPENHAGEN (FIR)', which is highlighted with a light blue background. To the right of this entry is a red 'Remove' button.

Avoid FIR Route Constraint

4. FLIGHT EDITOR

Via Track specifies an oceanic track that must be included in the route. Click the West or East dropdown menus based on the direction of flight and mouse over each track system in the list (NAT, PAC, or AUS) to see all available tracks for each type. Click on a track name to add it to the list of constraints (the Add Constraint button is not used). Click the “Use any” box to include an oceanic track in the route. Dispatch will select the particular track. Adding a specific track as a constraint or selecting **Use Any** will remove the Via Track option from the Constraint dropdown list. Only one track can be used in a route. Removing the Via Track constraint from the constraints list will make the option available again in the dropdown list.



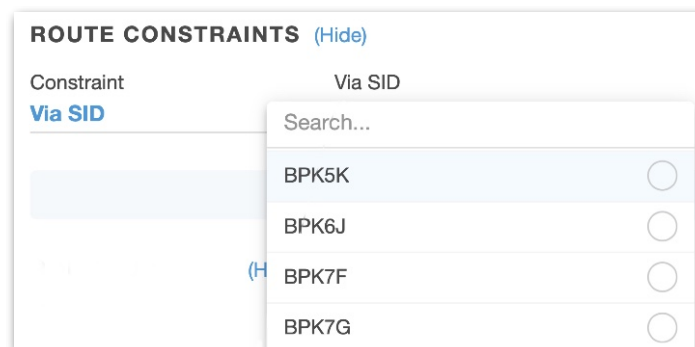
ROUTE CONSTRAINTS (Hide)

Constraint **Via Track** ☐ Use any **West** **East** **Add Constraint**

NAT tracks ▶
PAC tracks ▶
AUS tracks ▶

Via Track Route Constraint

Via SID specifies a departure procedure that *must be included* in the route. Click the dropdown on the right to view and select from a list of available procedures for the flight’s *departure* airport. Click a procedure name to add it to the list of constraints.



ROUTE CONSTRAINTS (Hide)

Constraint **Via SID** **Via SID**

Search...
BPK5K ☐
BPK6J ☐
BPK7F ☐
BPK7G ☐

Via SID Route Constraint

4. FLIGHT EDITOR

Via STAR specifies an arrival procedure that *must be included* in the route. Click the dropdown to view a list of available procedures for the flight's *destination* airport.

Avoid SID specifies a departure procedure that *must be excluded* from the route. Click the Avoid SID dropdown to the right to view and select from a list of available procedures for the flight's *departure* airport. Click a procedure to add it to the list of constraints.

Avoid STAR specifies an arrival procedure that *must be excluded* from the route. Click the Avoid STAR dropdown to the right to view and select from a list of available procedures for the flight's *destination* airport. Click a procedure to add it to the list of constraints.

Avoid Airway specifies an airway that must be excluded from the route. You can exclude *every segment* of an airway by typing only its name in the Airway field or exclude only a particular segment of an airway by typing the names of the waypoints that define each end of the segment in the From and To fields.

ROUTE CONSTRAINTS (Hide)

Constraint	From	Airway	To	
Avoid Airway ▾	VENAS	M604	ADIKU	Add Constraint

Avoid Airway Route Constraint

Partial Route specifies a sequence of route elements that must be included in the route. Partial routes can include any type of aeronautical element identifier that can be included in filed flight plans, such as waypoints, nav aids, airports, airways, terminal procedures, lat/long coordinates, speed, altitude, flight rule changes associated with specific waypoints, and more.

Dispatch will include the Partial Route sequence precisely as you entered it, working around the partial route to optimize the remainder of the route and comply with any other route constraints you've added. Partial Routes are most useful in cases where the filed route is required to follow some predefined sequence of waypoints to comply with strict overflight permits, preferential routing, etc.

4. FLIGHT EDITOR

Avoid Controlled Airspace specifies airspace that the route must not pass through. When the Avoid Controlled Airspace constraint is selected, two additional dropdown menus appear. The **Type of Airspace** dropdown acts a filter for the **Controlled Airspaces** dropdown. To add the Avoid Controlled Airspace constraint, select the type of airspace, followed by selecting the specific airspace to avoid.

ROUTE CONSTRAINTS (Hide)

Constraint

Type of Airspace

Controlled Airspaces

Add Constraint

Avoid Controlled Air...

Control Area

Avoid Controlled Airspace Route Constraint

Avoid Restricted Airspace specifies restricted airspace that the route must not pass through. When the Avoid Restricted Airspace constraint is selected, two additional dropdown menus appear. The **Type of Airspace** dropdown acts a filter for the **Restricted Airspaces** dropdown. To add the Avoid Restricted Airspace constraint, select the type of airspace, followed by selecting the specific restricted airspace to avoid.

ROUTE CONSTRAINTS (Hide)

Constraint

Type of Airspace

Restricted Airspaces

Add Constraint

Avoid Restricted Air...

Danger

Avoid Restricted Airspace Route Constraint

Avoid Country allows flight planners to specify countries the flight should not overfly. Use the search bar at the top of the country menu to filter the countries depicted. Select each country the flight is to avoid.

ROUTE CONSTRAINTS (Hide)

Constraint

Countries

Add Constraint

Avoid Country

SYRIA

Avoid Country

SYRIA (SYR)

Remove

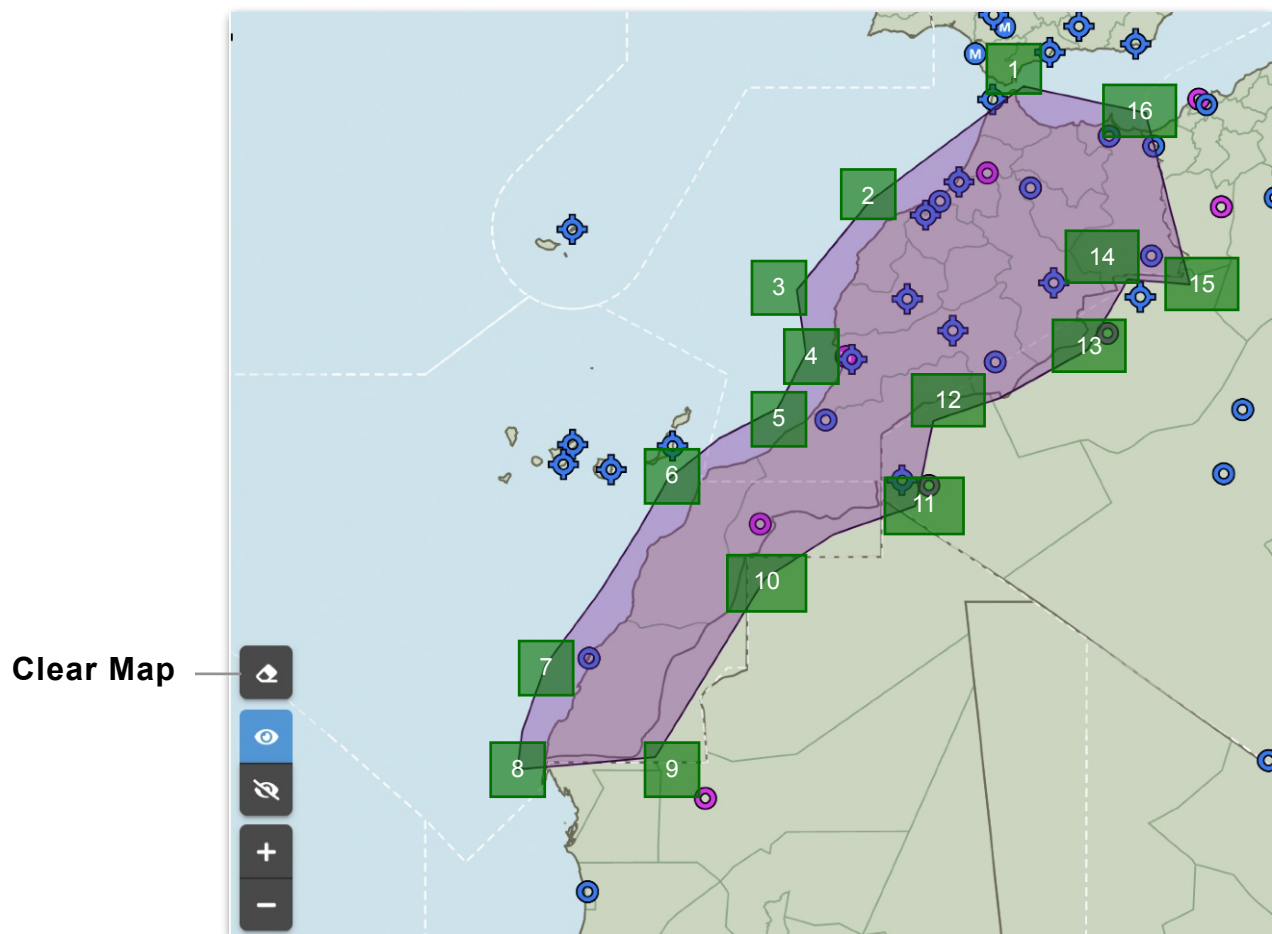
Avoid Country Constraint

4. FLIGHT EDITOR

Avoid Custom Shape allows flight planners to specify an area where the flight should not enter. To add a custom shape:

1. Select **Avoid Custom Shape** from the constraint menu.
2. Right-click the map to define the avoid area. Points should be added *sequentially* around the perimeter (see image below). If a mistake is made while defining the avoid area, use the **Clear Map** button in the lower left corner to start over.
3. Add a buffer (between -100 and 999nm) to the avoid area (optional).
4. Select **Add Constraint**

Selecting **Clear Map** removes the avoid area from the map but does *not* clear the string that defines area. After selecting Clear Map, right click the map to reenter points. Once three points have been entered, the sting will be updated. Avoid custom shape can *only* be specified on a per-flight basis. Avoid custom shape does *not* allow for an altitude to be specified.



Avoid Custom Shape

4. FLIGHT EDITOR

Removing Route Constraints

To remove a constraint, click **Remove**. There is no confirmation necessary to remove a constraint. If a constraint is accidentally removed, it can be added back by following the steps taken to originally add it.

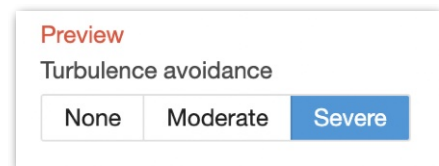
Generating New Route

After adding all desired constraints, click **Generate New Route** to begin calculating the new route.

Note: Dispatch will only generate a new route when you click the Generate New Route button, not after adding or removing individual constraints.

Turbulence Avoidance

Turbulence avoidance is a **Preview** feature (not yet available to all customers). To plan a route which avoids moderate or severe turbulence, select the appropriate option and generate a new route.



Preview
Turbulence avoidance

None	Moderate	Severe
------	----------	--------

Moderate turbulence is defined as turbulence having an eddy dissipation rate (EDR) of 0.5 to 0.7. Severe turbulence has an eddy dissipation rate of 0.7 and greater.

4. FLIGHT EDITOR

4.8.2 Current Route and Route Table

The Current Route displays the waypoints and *procedures* (e.g., VANZE2) that define the route. Just below the Current Route string is a Route Table.

Manually Editing the Route

Manually edit a route by clicking into the Current Route field and making changes with your keyboard. After the route is edited, click outside of the field to update the route. Any manual changes you make to the route are automatically reflected in the Route Table.

Route Table

The Route Table is an expanded view of the route that displays each route element, even those not explicitly named in the route string (intermediate waypoints within airways or procedures).

The second column lists the airway (or procedure) that connects each waypoint. Waypoints not connected by a procedure are direct (DCT).

The third column lists the FIR that each waypoint is located in. The remaining columns display the distance between waypoints, the elapsed time to the waypoint, and the fuel remaining at each waypoint. The last column lists the altitude (in FL format) at which the aircraft will cross each waypoint.

Current Route —

Route Table —

ROUTE					
Current Route					
AUS6 SJT CONNE J4 SSO J50 GBN J18 BZA ASUTA JLI V458 PACIF SLI					
WAYPOINT	AIRWAY	FIR	DIST	TIME	FL
KAUS	-	KZHU	0	00:00	5
CWK	AUS6	KZHU	13	00:02	120
BASIS	AUS6	KZHU	54	00:08	296
LLO	AUS6	KZHU	83	00:12	391
SJT	AUS6	KZFW	176	00:24	430
CONNE	DCT	KZAB	427	00:56	430
EWM	J4	KZAB	476	01:02	430
SSO	J4	KZAB	629	01:21	430
ITEMM	J50	KZAB	699	01:30	430
TOTEC	J50	KZAB	754	01:37	430
TFD	J50	KZAB	768	01:38	430

4. FLIGHT EDITOR

4.8.3 Route Adjustments

Buttons to the right of Route Table elements can be used to adjust the *en route* portions of a flight. The departure and arrival leg segments are unable to be adjusted and thus do not have the **[+]** or  adjustment buttons.

En route adjustments to the route include:

- Removing and **Adding Points**.
- Per leg **Altitude Changes**.
- Per leg **Cruise Performance Profile Changes**.
- Adding a **Delay/Stay** at a waypoint.
- **Inserting an Orbit** at a waypoint.

Additional adjustments are available for **Military Flight Bag customers**. Those adjustments include:

- Inserting a Track (USA only).
- Adding and Removing Fuel.
- Adding and Removing Payload.

Removing en route waypoints

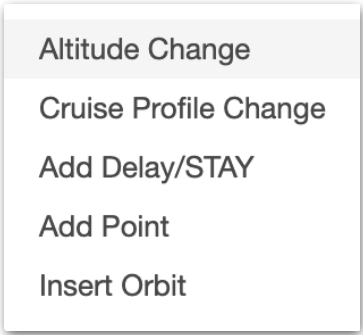
To remove a waypoint from the route.

1. Click the  remove button.
2. Click the **Back** button near the top of the Route Builder.

Adding a route adjustment

To add an adjustment to the route:

1. Click the **[+]** adjustment button (where the change is to occur) to open the Add Adjustment menu.
2. Select a type of adjustment from the menu.
3. Enter the specifics of the adjustment in the menu.
4. Select **Apply adjustments**.



A screenshot of a dropdown menu titled 'Add Adjustment Menu'. The menu is light gray with a thin border and contains five options: 'Altitude Change', 'Cruise Profile Change', 'Add Delay/STAY', 'Add Point', and 'Insert Orbit'.

Add Adjustment Menu

4. FLIGHT EDITOR

Adding Multiple Adjustments

Multiple adjustments may be added to a single waypoint. If multiple adjustments are added, an adjustment counter is added to the **[+]** button.

WAYPOINT	AIRWAY	FIR	DIST	TIME	FL	
KPHX	-	KZAB	0	00:00	11	
CORKR	DCT	KZLA	160	00:26	331	+ 2
EEEZY	DCT	KZLA	199	00:32	331	+
KSLC	DCT	KZLC	443	01:11	42	

Route Builder with adjustment counter

Per Leg Altitude Changes

The altitude change adjustment allows flight planners to specify a maximum altitude before or after a specific waypoint. To adjust en route altitudes, specify the maximum altitude and type (before or after waypoint) then select **Apply Adjustment**.

En route altitude changes are visible on the Navlog and are reflected in the flight planning results. Altitude adjustments are not transmitted when filing a flight plan.

Altitude Change

Altitude *Type *
FL 300↵Limit FL to waypoint

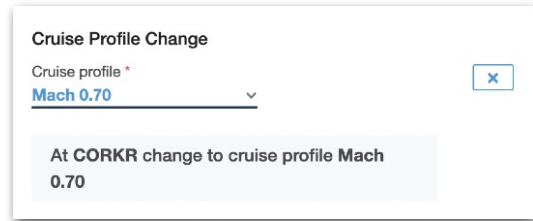
Limit altitude to FL 300 at and before
CORKR

Altitude Change

4. FLIGHT EDITOR

Cruise Profile Change

The cruise profile change adjustment allows flight planners to select a different aircraft performance profile at a specific waypoint. Only published ForeFlight performance profiles are available in the cruise profile dropdown menu.

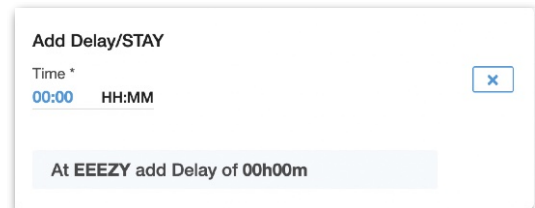
A screenshot of the 'Cruise Profile Change' dialog box. It has a title bar 'Cruise Profile Change' and a close button (X). Below the title, there is a label 'Cruise profile *' followed by a dropdown menu showing 'Mach 0.70'. At the bottom, there is a light blue confirmation box with the text 'At CORKR change to cruise profile Mach 0.70'.

Cruise Profile Change

Cruise profile changes are visible on the Navlog and are reflected in the flight planning results. Cruise profile changes are not transmitted when filing a flight plan.

Add Delay/Stay

The add delay/stay adjustments allows flight planners to add a delay at a specified waypoint. The delay must be entered in the HH:MM format.

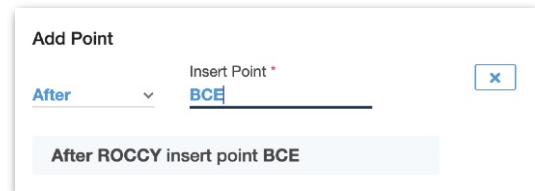
A screenshot of the 'Add Delay/STAY' dialog box. It has a title bar 'Add Delay/STAY' and a close button (X). Below the title, there is a label 'Time *' followed by two input fields: '00:00' and 'HH:MM'. At the bottom, there is a light blue confirmation box with the text 'At EEEZY add Delay of 00h00m'.

Add Delay/Stay

Delays are visible on the Navlog and are reflected in the flight planning results. Delays are added to field 15 of the filing form (route field) using D0+00 notation.

Add Point

The add point adjustment allows flight planners to add a point before or after a waypoint. Select whether to add the point before or after the selected waypoint and manually enter the point or select a nearby point from the dropdown menu.

A screenshot of the 'Add Point' dialog box. It has a title bar 'Add Point' and a close button (X). Below the title, there is a dropdown menu showing 'After' and a label 'Insert Point *' followed by a text input field containing 'BCE'. At the bottom, there is a light blue confirmation box with the text 'After ROCCY insert point BCE'.

Add Point

4. FLIGHT EDITOR

Insert Orbit

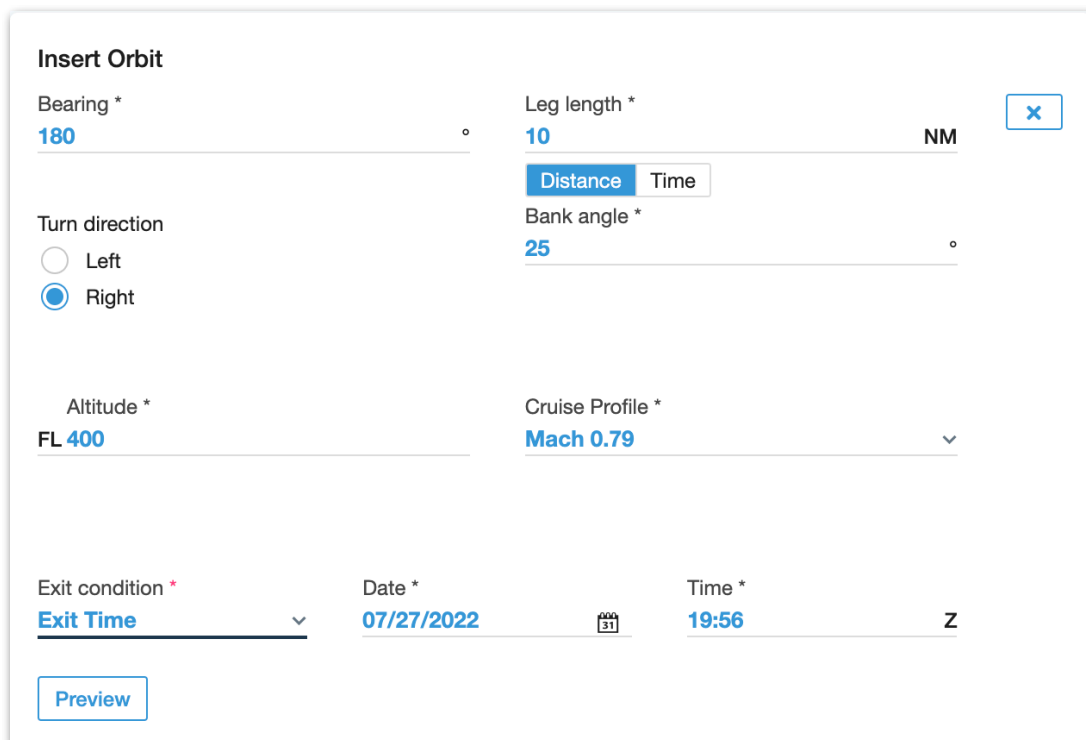
The Insert Orbit adjustment adds an orbit at a waypoint. The orbit is displayed on the map according to the bearing, length, turn direction, bank angle, and cruise profile selection.

The bearing field defines the inbound course to the station. Leg length can be defined by distance or time. The default orbit bank angle is 25°. Adjusting the bank angle affects how much area the orbit covers.

A unique altitude and cruise profile can be specified for the duration of the orbit. After the orbit, the flight is planned using the previous altitude and cruise profile.

The duration of the orbit is defined by the exit condition field. Orbit duration can be defined by duration, number or orbits (laps), or a specific exit time.

The navlog displays orbits on individual rows with the convention “ORB-LAP-1”, “ORB-LAP-2”. If filing a flight plan with an orbit, a delay is added at the waypoint for the duration of the orbit. Releasing a flight with an orbit results in a *read-only* flight in ForeFlight Mobile.



The screenshot shows the 'Insert Orbit' dialog box. It contains the following fields and controls:

- Bearing ***: 180°
- Leg length ***: 10 NM. Below this is a toggle switch between 'Distance' (selected) and 'Time'.
- Turn direction**: Radio buttons for 'Left' and 'Right' (selected).
- Bank angle ***: 25°
- Altitude ***: FL 400
- Cruise Profile ***: Mach 0.79
- Exit condition ***: Exit Time (selected from a dropdown)
- Date ***: 07/27/2022
- Time ***: 19:56 Z
- A 'Preview' button at the bottom left.
- A close button (X) at the top right.

Insert Orbit Menu

4. FLIGHT EDITOR

4.8.4 MFB Route Builder adjustments

Military

Military Flight Bag customers have additional route adjustment options to account for training, refueling, or special operations:

- Insert Track (USA only)
- Add/Remove Fuel
- Add/Remove Payload

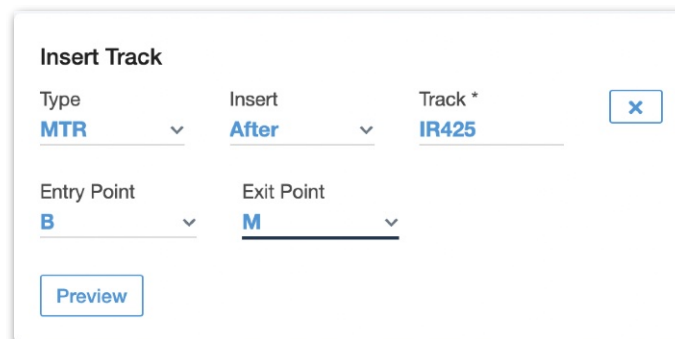
Insert Track

The insert track adjustment allows flight planners to add military training routes (MTR) and aerial refueling routes (AR) to a flight. To add a military training or aerial refueling route:

1. Open **Route Builder** from the Flight Editor.
2. If a route has not yet been defined, select **Generate new route**.
3. Click the add adjustment button **[+]** and open the **Add Adjustment** menu.
4. Select **Insert Track**.
5. Select the type: Military Training or Aerial Refueling route.
6. Specify if the track should be added before or after the selected waypoint.
7. Use the search option to manually specify a track.
8. If adding an MTR, specify the entry and exit points.
9. **Preview** the route (optional).
10. Select **Apply Adjustments**.

Altitude Change
Insert Track
Cruise Profile Change
Add/Remove Fuel
Add/Remove Payload
Add Delay/STAY
Add Point
Insert Orbit

MFB Adjustments



Insert Track

Type **MTR** Insert **After** Track * **IR425**

Entry Point **B** Exit Point **M**

Preview

Note: Military training and aerial refueling routes can be viewed on the map by selecting them in **Map Settings > Military Tracks**.

4. FLIGHT EDITOR

Add/Remove Fuel

Military

The add/remove fuel adjustment allows flight planners to add or remove fuel at a waypoint. Fuel loads arriving and departing the waypoint are depicted in the add/remove fuel adjustment menu.

Fuel added or removed from a flight is reflected in the navlog and flight planning results. Fuel load amounts and notes are added to the Remarks column of the Navlog.

Add/Remove Fuel

Add

Fuel Change *

5000

lb

Notes

Refuel Exercis

x

At BURDN add 5,000 lb of fuel
Arrive with 10,807 lb, leave with 15,807 lb

Add/Remove Fuel Adjustment

Add/Remove Payload

Military

The add/remove payload adjustment allows flight planners to add or remove payload at a waypoint. Payload arriving and departing the waypoint are depicted in the add/remove payload adjustment menu.

Payload added or removed from a flight is reflected in the flight planning results. Payload adjustment amounts and notes are added to the Remarks column of the Navlog.

Add/Remove Payload

Add

Payload Ch...

750

lb

Notes

LZ Extraction

x

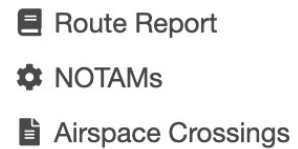
At EXHAS add 750 lb of payload
Arrive with 810 lb, leave with 1,560 lb

Add/Remove Payload Adjustment

4. FLIGHT EDITOR

4.8.5 Route Tools

Near the top of the Route Builder a **Route Tools** menu provides access the Route Report, NOTAM lookup, and Airspace Crossings report.



Route Report

The Route Report searches the Jeppesen Airway Manual for airways in your route and compiles a list of any applicable restrictions.

The Route Report takes a few seconds to generate. If a restriction exists for your route, the Route Report offers the ability to add the restriction as a constraint within the Route Builder.

To generate the Route Report

1. Click  **Route Builder** in the Flight Editor.
2. Enter constraints or restrictions (optional) and click **Generate new route**.
3. Select **Route Tools** > **Route Report**.
4. If a restriction exists, check the box and click **Avoid Selected Segments** to avoid the restriction if desired.
5. Repeat the above steps as necessary until arriving at a route with no restrictions.

Route Report ✕

The route report searches for airway restrictions from the Jeppesen Airway Manual that may apply to the current route. The analysis does not include analysis of ATC preferred or required routes where applicable.

FROM	TO	AIRWAY	ALTITUDE	RESTRICTION	AVOID?
NOLTO	KMS	W158	FL450	RNAV 5 ABOVE FL285.	☒

[Generate PDF](#)

Cancel

Avoid selected segments

Route Report with restriction

4. FLIGHT EDITOR

Route Report PDF

The Route Report can also be viewed as a downloadable PDF. To generate a Route Report PDF:

1. Click  **Route Builder**
2. Click **Route Tools** > **Route Report**
3. Click **Generate PDF**

ROUTE REPORT

Departure LTAT (Malatya)
Destination OIAW (Ahwaz)
STD 2021-05-19 19:25Z
ATC Route BULUT UG8 NARLI UT301 NOLTO W158 KMS

Restrictions

Airway	From	To	Restriction
W158	OI-NOLTO	OI-KMS	RNAV 5 ABOVE FL285.

Route Report PDF

Note: The Route Report PDF can also be accessed via the **More** dropdown menu in the top right corner of the Flight Editor.

4. FLIGHT EDITOR

NOTAM Lookup

NOTAM Lookup allows you to quickly find NOTAMs that may be relevant to your flight. Type the identifiers of any airport, airspace, or NOTAM separated by a comma or a space in the search field to show matching results.

Click the **Overflowed FIRs** dropdown menu to view a list of all FIRs your flight passes through. To add an FIR as a search term, click the FIR in the dropdown menu.

Dispatch orders NOTAM results chronologically by effective date. The newest NOTAMs are placed at the top of the list.

NOTAM Lookup

NOTAM Search

Overflowed FIRs ▼

Type airport, airspace, or NOTAM identifier. For multiple identifiers, separate with comma or space.

No Notams

NOTAM Lookup

4. FLIGHT EDITOR

Airspace Crossings

The airspace crossings route tool displays the route of flight as it pertains to flight information region (FIR) or country crossings. The airspace crossing table can be exported as a CSV or excel spreadsheet.

To export a CSV or Excel copy of the table, open the **Export Table** menu and select the desired file type. When a file type is selected (CSV or Excel) the file is automatically downloaded to the computer's default download folder. The file is exported as it is depicted in the table. To export country crossing information, select the **Countries** option above the table.

The airspace crossing table contains:

- Estimated elapsed time (EET) within a country or FIR
- Estimated time of crossing (ETO)
- Location of FIR/country border crossing
- Waypoint nearest FIR or country border
- Names of FIR or border
- Distance between border crossings

◀ Back		Export Table ▼		FIRs	Countries
EET	ETO	POSITION	WAYPOINT	NAME	DISTANCE
00:00	22:20Z	4901N00233E		Takeoff FRA	0 nm
00:04	22:24Z	4902N00209E	PG280	LFFF - LFFF	16 nm
01:08	23:28Z	4227N00250E	ALBER	LFFF - LECB	420 nm
01:34	23:54Z	4118N00205E		Landing ESP	563 nm

Airspace Crossings Table

4. FLIGHT EDITOR

4.8.6 EUROCONTROL Validator

Flight planners familiar with ICAO flight plans and EUROCONTROL route validation messages can manually edit and submit flight plans for validation using the EUROCONTROL Validator.

The EUROCONTROL Validator allows planners to quickly find a valid route if Dispatch isn't able to. The validator is only available for flights that pass through EUROCONTROL administered airspace in whole or in part.

The EUROCONTROL Validator is available in the Route Builder and in the ATC Data view, where the flight's raw FPL message is displayed.

Eurocontrol Validator

FPL Message

(FPL-N714MG-IG
-C25B/L-BGLORY/CB2
-EHAM1915
-N0415F310 RENDI1R EDUPO Z739 MISGO DCT DIXAT T149 LIPMI/N0385F230
T911 ROLIS ROLIS1D
-EDDF0041
-PBN/B2S1 DOF/210520 EET/EDVV0010 EDGG0022)

Changes made to the FPL message here will **not** carry over to the flight.

EUROCONTROL Invalid

(R)EFPM219 : NON RVSM APPROVED FLIGHT WITHIN EUR RVSM AIRSPACE
(R)PROF204 : RS: TRAFFIC VIA EHAM IS ON FORBIDDEN ROUTE REF:[EUROEHAM1D] EH AIP GEN 1.5, 2.1.2 ,RNAV1 REQUIRED
(R)PROF204 : RS: TRAFFIC VIA EDDF IS ON FORBIDDEN ROUTE REF:[ED5551A] APP5 STARS EDDF ONLY AVAILABLE FOR TRAFF
(R)PROF204 : RS: TRAFFIC VIA EDDF IS ON FORBIDDEN ROUTE REF:[ED5551B] APP5 STARS EDDF ONLY AVAILABLE FOR TRAFF

Close

Validate

EUROCONTROL Validator

4. FLIGHT EDITOR

To use the EUROCONTROL Validator:

1. Open the Route Builder.
2. Click **Validate** in the Route section.
3. Review error messages.
4. Manually edit the FPL Message to correct the errors.
5. Click **Validate** to send the edited plan to EUROCONTROL for validation.
6. Repeat steps 3 thru 5 as necessary.
7. Click **Close** to exit the Validator.

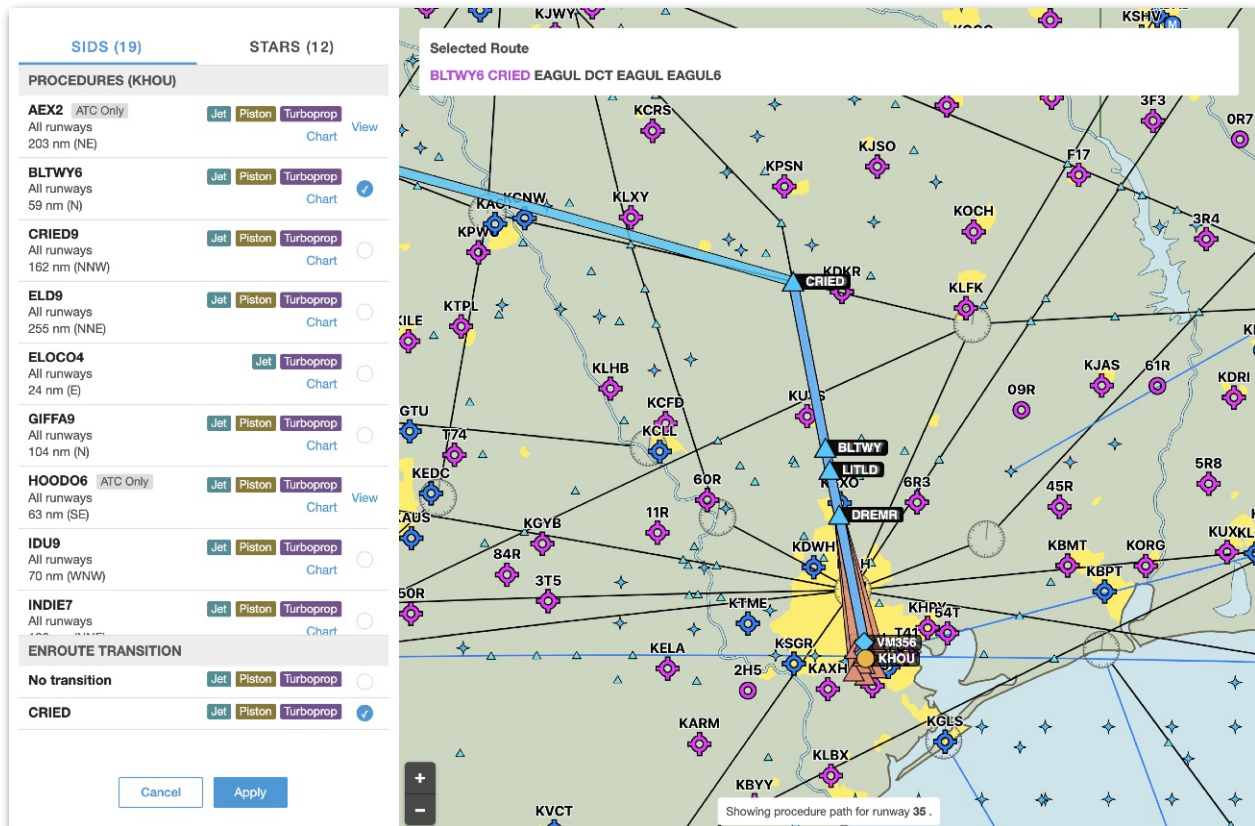
The validation status of the flight plan sent is shown near the bottom of the window - valid messages show “EUROCONTROL Valid” in green, while invalid flight plans show “EUROCONTROL Invalid” in red. A banner with information about why the message is invalid is displayed below.

Note: Changes made to the FPL Message within the Validator are not saved or applied to the flight plan itself. As a result, you’ll need to manually update the flight plan’s details to make it reflect the valid message.

4. FLIGHT EDITOR

4.9 Procedure Advisor

The Procedure Advisor depicts all available departure and arrival procedures for the flight. The procedures are displayed in list form on the left side of the screen and graphically on the right. Selecting a departure or arrival from the list depicts the procedure on the Map. The Procedure Advisor map is interactive and can be panned and zoomed in or out.



Flight Editor - Procedure Advisor

When the Procedure Advisor is first opened, the standard instrument departure procedures (SIDS) are depicted. To view the arrival procedures, click **STARS** near the top of the procedures list.

To the right of the SIDS and STARS label is a numerical value in parenthesis representing the number of available procedures for the airport. The procedure list is divided into two sections. The top section lists all available procedures. The bottom section list any available en route transition points.

4. FLIGHT EDITOR

Each procedure in the list includes the procedure's name, applicable runway(s), distance to fly the procedure, and tag(s) for the authorized aircraft type. To view a PDF copy of the procedure in a new window, click [Chart](#).

INDIE7
All runways
120 nm (NNE)

[Jet](#) [Piston](#) [Turboprop](#)

[Chart](#)

Procedure Advisor - Departure Procedure

To add a departure or arrival procedure to your flight:

1. Select [Procedure Advisor](#).
2. Select [SIDS](#) or [STARS](#).
3. Select the desired procedure from the list.
4. Specify the en route transition point.
5. Click [Apply](#).
6. Procedures added via the Procedure Advisor are automatically added to the planned route. To exit the Procedure Advisor without adding a procedure to the route, click anywhere outside of the Procedure Advisor or click [Cancel](#).

Note: *ATC Only* procedures are assigned by ATC and should not be filed.

RUNWAY ANALYSIS

Runway Analysis (RWA) is a sophisticated runway and obstacle analysis tool for *select jet and turboprop aircraft*. RWA utilizes performance data and procedures sourced directly from OEMs to provide maximum takeoff and landing solutions for multiple conditions. RWA offers Engine Out Procedures (EOP) using guidance from [Advisory Circular 120-91A](#) and ICAO.

FLIGHT **RUNWAY ANALYSIS** ATC DATA FILES

[Generate Report](#)

Takeoff (Departure Airport) **Takeoff Weight** **71,435**
KHHU: William P Hobby Calculated MTOW / 99,600 lb

Weather
Wind Direction **170** °T Wind Speed **3** kts Temperature **31** °C Altimeter **30.10** inHg
KHHU TAF, issued: 106 minutes ago
FM161100 17003KT P6SM SCT035
[View Weather Info](#) [Use TAF](#)

Configuration
Takeoff Flaps **20°** V1 Type **V1 BFL** Surface Condition **Dry** Anti-Ice **Off**
Spoilers **Automatic** Thrust Reversers **One or Both** Drag Index **0** Prolonged Flight in Icing Expected **No**

Runways Use Zero Winds ☐ Auto select Runway and EOP for best MTOW ☒

RWY	MTOW LIMIT	WINDS	SURFACE	ENGINE OUT PROCEDURE	TORA TODA ASDA	SLOPE
04	98,345 lb Obstacle	← 2 kts	Concrete	Straight Out Details Map	7,602 ft	-0.04% Edit
		↗ 2 kts	Good		7,602 ft	
			7,602 ft			
22	99,600 lb Structural	→ 2 kts	Concrete	EOP 1 (RNAV) Details Map	7,602 ft	0.04% Edit
		↘ 2 kts	Good		7,602 ft	
			7,602 ft			

Runway Analysis

Runway Analysis is a per-tail add-on to ForeFlight Performance Plus and Business Performance subscription plans. Visit www.foreflight.com/products/runway-analysis-business/ for the latest supported aircraft types and purchasing information.

Note: Runway Analysis can be used to ensure your operations meet the requirements of **14 CFR 135.379**.

5. RUNWAY ANALYSIS

5.1 Runway Analysis Aircraft Configuration

Runway Analysis profiles and settings are available in the **Performance section** of the Aircraft page. If there are no Runway Profiles or Field Performance settings (defaults), the aircraft either does not support Runway Analysis or a Runway Analysis license has not been purchased for the aircraft.

GENERAL					
Tail Number N650RW	Serial Number Optional		Aircraft Type G650 (GLF6)		Aircraft Category Airplane
Primary Color White	Color 2 Optional	Color 3 Optional	Color 4 Optional	Aircraft Home KAUS	Airspeed Units Knots

PERFORMANCE	
ENROUTE PROFILES	RUNWAY PROFILE
250 KCAS Climb: 250/300/M0.87 Descent: M0.87/320/250	☒ FAA, EASA: Serials 6001 and on for model G650 with 99600 lbs MTOW
Long Range Cruise Climb: 250/300/M0.87 Descent: M0.87/320/250	FIELD PERFORMANCE
Details	View Defaults

Runway Analysis Profiles

5.2 Field Performance Defaults

Default Takeoff and Landing configuration settings can be edited by an account administrator. To edit the settings:

1. Click **Aircraft** in the (left) sidebar and select an aircraft profile.
2. Click **View Defaults** in the Field Performance section.

Default Takeoff and Landing configuration settings are populated with manufacturer data. Edits to the default configuration affect *subsequent* flights. Individual flights can be edited directly in the **Flight Editor > Runway Analysis**.

TAKEOFF		
Takeoff Flaps 20°	V1 Type V1 BFL	Anti-Ice Off
Spoilers Automatic	Thrust Reversers One or Both	Drag Index Optional
Prolonged Flight in Icing Expected No	Obstacle Corridor FAA	

Default Takeoff Configuration Settings

5. RUNWAY ANALYSIS

5.3 Runway Analysis Editor

When planning a flight with an aircraft that supports Runway Analysis, **Runway Analysis** is selectable from the Navigation Bar once a destination and departure airport are entered.

The Runway Analysis page is grouped into a Takeoff and Landing section. Each section can be expanded to reveal **weather** for the airport, takeoff (or landing) **configuration** for the flight, and Runway Analysis **results**.

The top of the Takeoff and Landing sections depict the calculated MTOW and MLW as well as a green checkmark to indicate compliance with the applicable regulatory requirements.

If aircraft performance or environmental conditions prohibit a safe takeoff or landing on any runway, advisory warnings are displayed. Hover the mouse cursor over the warning to display additional information.

The screenshot displays the Runway Analysis Editor interface. At the top, the 'Takeoff (Departure Airport)' section for KJAC: Jackson Hole shows a Takeoff Weight of 55,925 and a Calculated MTOW of 82,122 lb. Below it, the 'Landing (Destination Airport)' section for KSEZ: Sedona shows a Landing Weight of 52,000 and a Calculated MLW of 78,600 lb. The 'Weather' section for KSEZ includes Wind Direction 50, Wind Speed 11 kts, Temperature 18 °C, and Altimeter 29.92 inHg. The 'Configuration' section shows various settings like Landing Flaps/Slats, Surface Condition (Dry), VREF Increment (+0 KIAS), and Anti-Ice (Off). The 'Runways' table lists two runways: 03 and 21. Runway 03 is marked with a green checkmark, indicating compliance. Runway 21 is marked with a red error icon and a warning message: 'Tailwind component limit exceeded: Tailwind component of 11 exceeds published limit of 10'. The warning is displayed in a red box. The table also shows MLW Limit, Winds, Surface, Distance Factored, LDA, and Slope for each runway.

RWY	MLW LIMIT	WINDS	SURFACE	DIST FACTORED	LDA	SLOPE
03	78,600 lb Structural	← 1 kts ↓ 11 kts	Asphalt Good	2,760 ft 4,609 ft	5,132 ft	1.83% Edit ✓
21	Error	Tailwind component limit exceeded: Tailwind component of 11 exceeds published limit of 10	Asphalt Good		5,132 ft	-1.83% Edit ○

Runway Analysis with warning displayed

5. RUNWAY ANALYSIS

5.3.1 Weather

The Weather section populates the airport's METAR, TAF, or MOS forecast (based on weather availability and the flight's estimated departure time).

Flights within three hours

When the flight's departure time is within three hours, Runway Analysis uses the weather data from the airport's METAR. If no METAR is available, Runway Analysis uses the MOS forecast.

Flights beyond three hours

When the flight's departure time is greater than three hours, but less than 24, Runway Analysis uses weather from the TAF. The TAF does not include temperature data. As a result, *temperature* for flights beyond three hours is provided by the MOS forecast.

When the flight's departure time is beyond the TAF (24 hour) forecast period, the MOS forecast is used.

If the flights departure time is beyond the MOS (72 hour) forecast, or if no MOS exists, Runway Analysis uses calm winds, a standard altimeter setting, and a *blank* Temperature field. In this scenario, the Temperature field must be manually entered to calculate Runway Analysis results.

The screenshot shows the 'Weather' configuration panel. It includes fields for 'Wind Directi...' (0 °T), 'Wind Speed' (0 kts), 'Temperature' (blank °C with a red error message 'Temperature is required'), and 'Altimeter' (29.92 inHg). A grey button labeled 'No METAR, TAF or MOS' is present. Below these is the 'Configuration' section with dropdowns for 'Takeoff Flaps/Slats' (6°/Out), 'Surface Condition' (Dry), 'Anti-Ice' (Off), and 'Engine Bleed/Packs' (Open/On).

Flight beyond 72 hour MOS forecast - Manual temperature entry required

IMPORTANT: The MOS forecast should only be used as a supplemental product. Runway Analysis results should be recalculated using the official METAR within three hours of the flight's ETD.

NOTE: The altimeter unit is determined by the METARs in the region. Generally, in the U.S. and Canada, inHg is used. Elsewhere, hPa.

5. RUNWAY ANALYSIS

Manually editing weather (Custom Weather)

Weather information can be manually edited for hypothetical planning or to accommodate scenarios where weather information is not available. To manually edit weather values:

1. Use your mouse to click a weather field (e.g., Temperature).
2. Use the rocker switch or your keyboard to manually edit the value.

Custom weather is automatically saved as edits are made. To revert to the observed or forecast weather (if available), click [Use METAR](#) or [Use TAF](#).

Weather (Using custom weather)			
Wind Direction	Wind Speed	Temperature	Altimeter
240 °T	25 kts	23 °C	30.00 inHg
➤			

KLAX METAR, issued: 39 minutes ago

KLAX 151753Z 24007KT 8SM CLR 23/17 A3000 RMK AO2

SLP157 T02280172 10228 20194 58002

[View Weather Info](#) [Use METAR](#)

Runway Analysis - Manually Edited Takeoff Weather

5. RUNWAY ANALYSIS

5.3.2 Configuration

The Runway Analysis Configuration section specifies the aircraft's takeoff and landing configuration on a per flight basis. The configuration section is initially populated with the default selections from the [Aircraft page](#). Changes made to the aircraft's configuration within Runway Analysis are only applied to the flight being planned.

Configuration			
Takeoff Flaps	Anti-Ice	Type II/III/IV Deice Fluid	Surface Condition
15°	Off	Not Applied	Dry

Runway Analysis - Citation CJ3+ Takeoff Configuration Options

Editing Default Aircraft Configuration

The default field performance selections can be edited by an *account administrator*. To edit the defaults, select [View Defaults](#) from the Field Performance section of the [Aircraft page](#).

Configurable settings are dependent upon the aircraft type. Only the options applicable to your aircraft will be available for editing.

< Aircraft Field Performance		
TAKEOFF		
Takeoff Flaps 20°	V1 Type V1 BFL	Anti-Ice Off
Spoilers Automatic	Thrust Reversers One or Both	Drag Index Optional
Prolonged Flight in Icing Expected No	Obstacle Corridor FAA	
LANDING		
Landing Flaps 39°	VREF Increment (KCAS) Optional	Anti-Ice Off
Autobrakes Off	Spoilers Automatic	Thrust Reversers One or Both
HUD Guidance No	Engine Operation Without Alternate Control/LP	Prolonged Flight in Icing No
Drag Index Optional	Brake Degrade/Failure None	Landing Factor 1.0

Aircraft Page - Default Field Performance Configuration

NOTE: Dispatch accounts which do not have administrator privileges will have *view-only* access to Field Performance configuration options.

5. RUNWAY ANALYSIS

Takeoff Configuration

The following list specifies common Takeoff Configuration options. Options are *only* selectable if they are applicable to your aircraft type. If an option is displayed but not selectable, a configuration limitation (as defined by the aircraft's flight manual) prohibits the configuration (e.g., specific flap setting with a wet runway).

- **Anti-Ice/Ice Protection** specifies the state of the aircraft's anti-ice system during takeoff.
- **ATR** specifies the use of automatic thrust reverse (ATR) during a rejected takeoff.
- **Deice Fluid** specifies if deicing fluid is applied.
- **Drag Index** specifies a drag index greater than the default of zero. Drag index corrections are intended for special mission aircraft with a higher drag level than standard.
- **Prolonged Flight in Icing Expected** specifies if prolonged flight in icing conditions is expected.
- **Spoilers** specifies if the aircraft's spoilers will be activated automatically or manually in the event of a rejected takeoff.
- **Surface Condition** specifies the surface conditions of the departure airport.
- **Takeoff Flaps** specifies the flap setting used during takeoff.
- **Thrust Reversers** specifies the state of the aircraft's thrust reversers during a rejected takeoff.
- **V₁ Type** specifies a V₁ speed for takeoff. **V₁ MIN** and **V₁ MAX** are the lowest and highest values of V₁ that satisfy maximum weight and runway length limits. **V₁ BFL** is the Balanced Field Length, or the point at which the Takeoff Run Available and Accelerate-Stop Distance Available are equal.

5. RUNWAY ANALYSIS

Landing Configuration

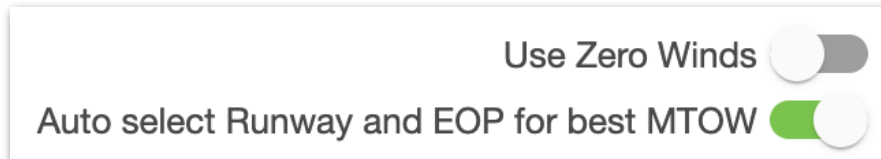
The following list specifies common Landing Configuration options. Options are *only* selectable if they are applicable to your aircraft type. If an option is displayed but not selectable, a configuration limitation (as defined by the aircraft's flight manual) prohibits the configuration (e.g., specific flap setting with a wet runway).

- **Anti-Ice** specifies the state of the aircraft's anti-ice system during landing.
- **Auto-Brakes** specifies the amount of auto-brake used during landing.
- **Brake Degrade/Failure** specifies if brake degradation or failure during the landing roll is expected.
- **Drag Index** specifies a drag index greater than the default of zero. Drag index corrections are intended for special mission aircraft with a higher drag level than standard.
- **Engine Operation** specifies if engine thrust is set using the alternate control mode where thrust is set using LP (N1) speed.
- **HUD Guidance** specifies if HUD guidance will be utilized during landing.
- **Landing Flaps** specifies the flap setting to be used during landing. The available options in the dropdown menu are based on manufacturer data.
- **Landing Safety Factor** allows flight planners to add a margin of safety to analysis. The landing safety factor is multiplied by the actual landing distance.
- **Prolonged Flight in Icing** specifies if prolonged flight in icing conditions is expected.
- **Spoilers** specifies the state of the aircraft's spoilers during the landing roll.
- **Surface Condition** allows the flight planner to specify the surface conditions of the departure airport.
- **Thrust Reversers** specify the state of the aircraft's thrust reversers during the landing roll.
- **V_{REF} Increment** allows flight planners to increase the V_{REF} speed of an aircraft by specifying an amount of speed to add to V_{REF}. This feature is often used to increase approach and landing speed during periods of gusty winds.

5. RUNWAY ANALYSIS

Additional Settings

Below the aircraft configuration options, there are two settings. The **Use Zero Winds** setting allows flight planners to quickly calculate field performance in a zero wind scenario. **Auto select Runway and EOP for best MTOW** is enabled by default and will select the longest runway with the best wind component and the engine out procedure that affords the greatest maximum takeoff weight.



5. RUNWAY ANALYSIS

5.3.3 Runway Analysis Results

Runway Analysis results are found at the bottom of the Takeoff and Landing sections. Each runway at the airport is listed with the associated wind, surface type, condition, and slope.

If it's impossible to depart or land on a particular runway, an **Error** message will depict the variable which limits the use of the runway. Hover your cursor over the red exclamation point to reveal the error message.

06L	Error	Tailwind component limit exceeded: 11 Tailwind component of 23 exceeds published limit of 10		
24R		99,600 lb Structural	→ 10 kts ↓ 23 kts	Asphalt Good

Editing Runway Details

To edit the runway slope, take off run available (TORA), take off distance available (TODA), or accelerate stop distance available (ASDA) for any runway:

1. Select **Edit**
2. Manually adjust the values
3. Click **Save** and Dispatch will perform another analysis.

RWY	MTOW LIMIT	WINDS	SURFACE	ENGINE OUT PROCEDURE	TORA TODA ASDA	SLOPE
06L	Error	← 10 kts ↑ 23 kts	Asphalt Good	Straight Out Details Map	8,926 ft 8,926 ft 8,566 ft	0.07% Edit
24R	99,600 lb Structural	→ 10 kts ↓ 23 kts	Asphalt Good	Straight Out Details Map	8,926 ft 8,926 ft 8,926 ft	-0.07% Edit
06R	Error	← 10 kts ↑ 23 kts	Concrete Good	Straight Out Details Map	10,285 ft 10,285 ft 10,285 ft	0.03% Edit
...	99,600 lb	→ 10 kts	Concrete	Straight Out	10,285 ft	...

Error Icon

Edit Runway Values

5. RUNWAY ANALYSIS

Takeoff Trim

Runway Analysis supports Takeoff Trim for select aircraft (listed below). To generate Takeoff Trim results, the aircraft must have a Weight & Balance profile with the %MAC option enabled.

If Weight & Balance is not calculated with %MAC enabled, the error message “CG Unavailable” is displayed in place of the trim results. Takeoff Trim results are found in the [Runway Analysis Report](#).

- Challenger 300
- Challenger 604
- Challenger 605
- Challenger 650
- Falcon 900DX/900DX API Winglets
- Falcon 900EX/900EX EASy
- Falcon 900LX
- Global 5000 87.7k
- Global 5000 88.7k
- Global 5000 89.7k
- Global 5000 92.5k
- Global 6000 98k
- Global 6000 99.5k
- Global Express 93.5k
- Global Express 95k
- Global Express 96k
- Global Express 98k
- Global XRS 98k
- Global XRS 99.5k
- Global 7500
- Learjet 35A
- Learjet 40XR
- Learjet 45XR
- Learjet 60
- Learjet 60XR
- Learjet 70
- Learjet 75
- Phenom 300/300E
- Gulfstream IV
- Gulfstream IV/SP
- Gulfstream V
- Gulfstream VII-500
- Gulfstream VII-600
- Gulfstream 150
- Gulfstream 200
- Gulfstream 280
- Gulfstream 300
- Gulfstream 350
- Gulfstream 400
- Gulfstream 450
- Gulfstream 550
- Gulfstream 650
- Gulfstream 650ER
- Pilatus PC-24
- Cessna 680 Citation Sovereign
- Cessna 680 Citation Sovereign+
- Cessna 680A Citation Latitude

5. RUNWAY ANALYSIS

5.4 Engine Out Procedures

The Takeoff (Departure Airport) Runway Analysis section provides engine-out procedures for the selected aircraft. A dropdown menu for each runway contains all available engine out procedures.

When selecting engine-out procedures, Dispatch recalculates the flight path to determine maximum takeoff weight, factoring aircraft climb performance, terrain, and obstacles along the route.

Select [Details](#) to view a textual description of the procedure or [Map](#) to preview the engine out procedure graphically.

ENGINE OUT PROCEDURE

Straight Out

EOP 1 (RNAV)

82,406 lb Obstacle

EOP 2 (RNAV)

90,113 lb Obstacle

Straight Out

76,346 lb Obstacle

EOP 2 (RNAV)

RNAV procedure, GPS required. Unless otherwise specified, all fixes are fly-by fixes and all turns are climbing 15 degrees of bank.

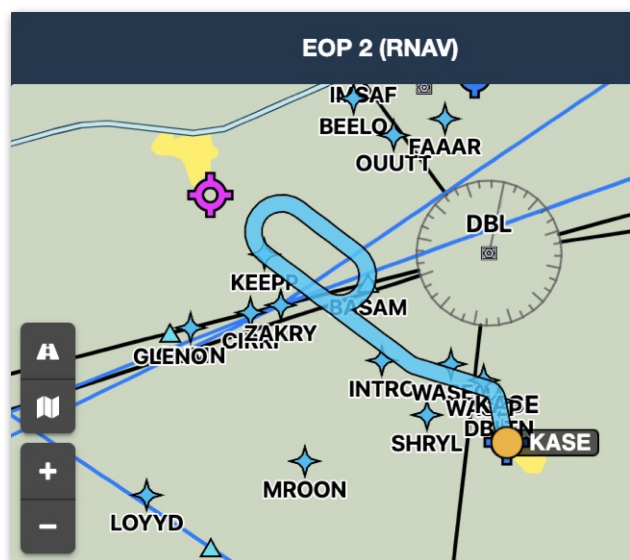
Maintain runway heading until DER (N39°13'55.90" W106°52'23.24"), then direct BOYET.

Then on track 278° to WEPRU.

Then on track 298° to KEEPP.

Climb in holding pattern at KEEPP, RIGHT turns,

Engine Out Procedure - Text



Engine Out Procedure - Graphical

5.4.1 Engine Out Procedures Map

The engine-out procedure map can be panned and zoomed. The buttons on the map can be used to display either a street or aerial map.



5. RUNWAY ANALYSIS

5.5 Runway Analysis Report

The Runway Analysis Report is viewed by clicking **Generate Report** at the top of the Runway Analysis view. The report is divided into three sections and can be printed or shared from a web browser. Pilots using ForeFlight Mobile can view the report by selecting **Flights** > (**Takeoff** or **Landing**) > **Summary**.

The summary and engine-out procedure sections of the report reflect the weather, configurations, and procedures specified on the Runway Analysis page.

5.5.1 Summary Section

Runway Analysis KASE — KCNO in N650RW (Gulfstream G650 - BR700-725A1-12)				Created Jul 16 2021 1631Z - Dispatch	
TAKEOFF SUMMARY		LANDING SUMMARY			
Wind	351°M / 0 kts ↓ 0 kts ← 0 kts	Wind	348°M / 0 kts ↓ 0 kts ← 0 kts		
Temperature	18°	Temperature	21°		
Altimeter	30.32 inHg / 1027 hPa	Altimeter	29.97 inHg / 1015 hPa		
Takeoff Flaps	20°	Landing Flaps	39°		
V1 Type	V1 Max	VREF Increment	0 KCAS		

5.5.2 Engine Out Procedure Section

TAKEOFF ENGINE OUT PROCEDURE

RNAV procedure, GPS required. Unless otherwise specified, all fixes are fly-by fixes and all turns are climbing 15 degrees of bank.

Maintain runway heading until DER (N39°13'55.90" W106°52'23.24"), then direct BOYET.

Then on track 278° to WEPRU.

Then on track 298° to KEEPP.

Climb in holding pattern at KEEPP, RIGHT turns, 25 degree bank, 5 NM legs, 298° course inbound. Do not exceed 210 KIAS.

5.5.3 Takeoff/Landing Runway Analysis Section

Takeoff Analysis - KASE - Aspen-Pitkin County/Sardy Field - Elevation 7,838 ft

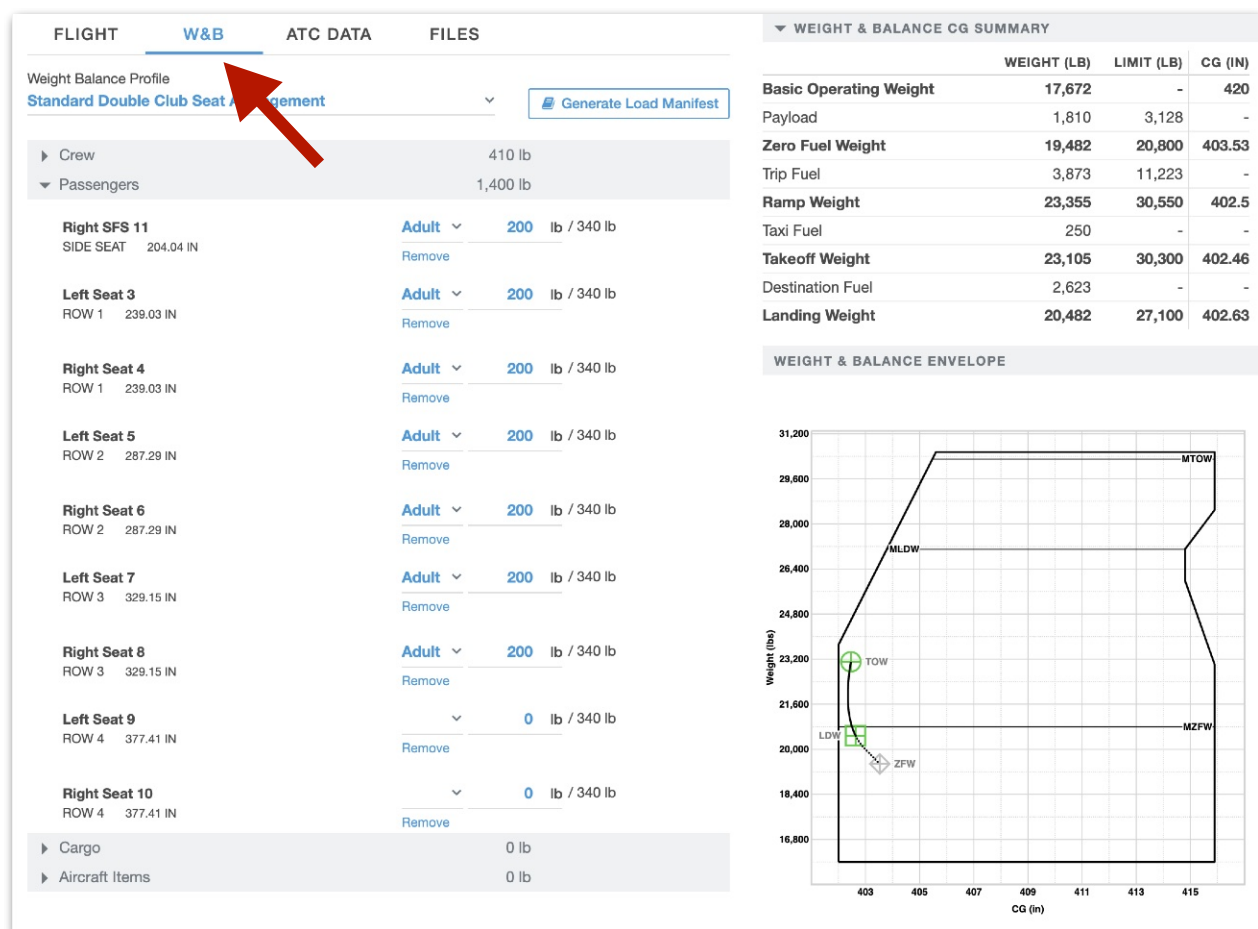
Runway	15				33		
TORA/TODA/ASDA	7,006 / 7,006 / 7,006 ft				8,006 / 8,006 / 8,006 ft		
Slope	2%				-2%		
Winds	↓ 0 kts ← 0 kts				↓ 0 kts ← 0 kts		
	OAT	EOP 1 (RNAV)	EOP 2 (RNAV)	Straight Out	EOP 1 (RNAV)	EOP 2 (RNAV)	Straight Out
MTOW (lbs) LIMIT	16°	61,889 TO Thrust Time	60,549 Obstacle	Takeoff Impossible	83,884 Obstacle	90,407 Obstacle	75,162 Obstacle

WEIGHT AND BALANCE

Weight and Balance (W&B) is calculated for properly configured aircraft. At least one W&B profile *must* be configured for the planning aircraft before **W&B** is depicted in the toolbar. W&B profiles are configured by selecting **Aircraft > Weight & Balance**. Weight and Balance profiles are unique to each aircraft and must be configured on a per-tail basis.

6.1 Layout

Weight and Balance is organized into two columns, with each column divided into smaller sections. Crew, Passengers, Cargo, and Aircraft Items are listed in the left-hand column in *collapsible* sections. A collapsible W&B summary is depicted in the right column above the Weight & Balance envelope.



Weight and Balance

6. WEIGHT & BALANCE

6.3 Crew

Crew members assigned to a flight are automatically listed in weight and balance when Autoload W&B is enabled. Crew members can also be assigned to a flight from the **W&B** view. To assign a crew member from W&B, click the *Assigned Crew* search field and select the appropriate crew member from your list of users. The user list can be filtered by typing the first few letters of a crew member's name.

Default crew member weights are set by administrators in **Settings > Average Weights > Specific People Planning**. Crew member actual weights can be edited while flight planning using the Load section on the Flight Editor or the crew section on the **W&B** page.

Expand Collapse	Station Arm	Assigned Crew	Crew Total Weight
▼ Crew			540 lb
Pilot FLIGHT DECK	255 IN	Jill Pilot PIC Remove	150 lb / 450 lb
Copilot FLIGHT DECK	255 IN	Greg Smith SIC Remove	185 lb / 450 lb
Jump Seat FLIGHT DECK	293 IN	Jack Foate CA Remove	205 lb / 180 lb
Location		Role	Actual Weight Seat Weight Limit

W&B Crew Section

Note: Seat weight limits and station arms are editable in **Aircraft > Weight & Balance > Stations**.

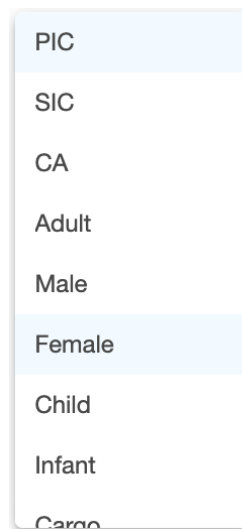
6. WEIGHT & BALANCE

6.4 Passengers

Passengers added to a flight with the Flight Editor are automatically included in W&B when **Autoload W&B** is enabled. Passengers can also be added to a flight using the W&B view. To add a passenger using the W&B view, click the passenger type field and select the appropriate passenger type from the dropdown.

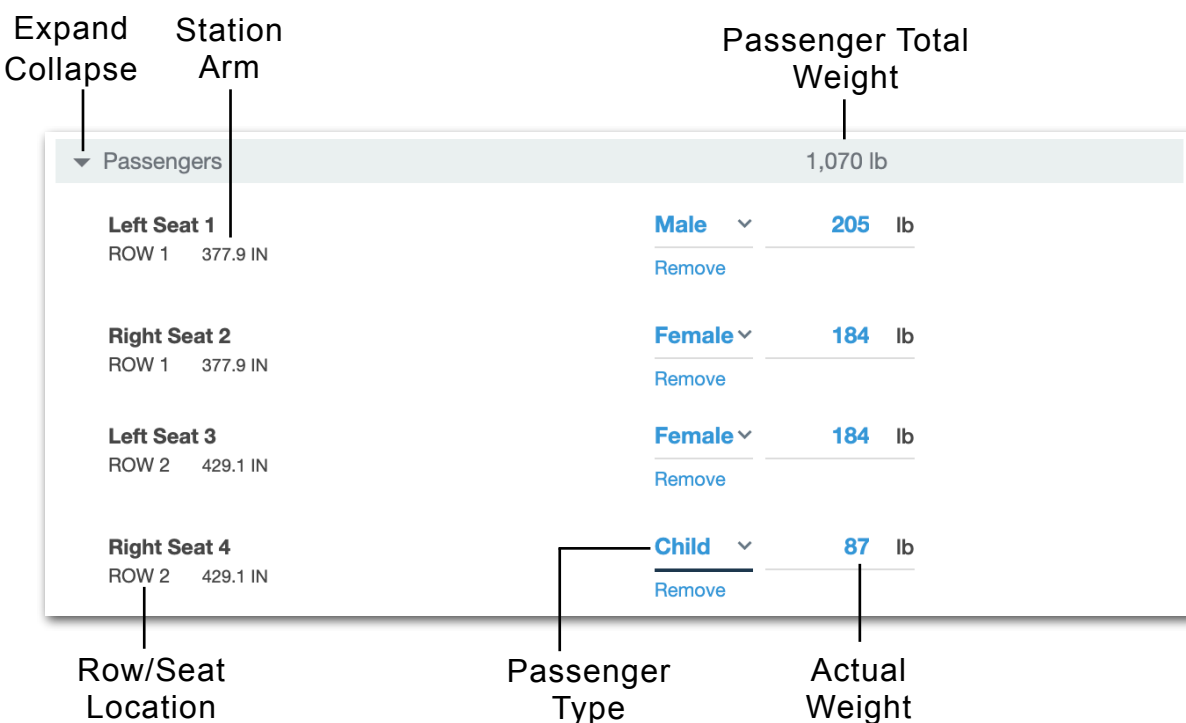
When the passenger type is selected, the default passenger weight is populated for the selected type. Click the weight field and manually edit the weight as needed or use the rocker switch to make minor adjustments.

Default passenger weights are set by administrators in **Settings > Average Weights > Specific People Planning**. Seat limits and station arms are editable in **Aircraft > Weight & Balance > Stations**.



Passenger Types

Note: If passengers are edited in the W&B view, the Flight Editor load section is locked. Subsequent edits must be made using the W&B editor, or **Autoload W&B** must be *manually* enabled.

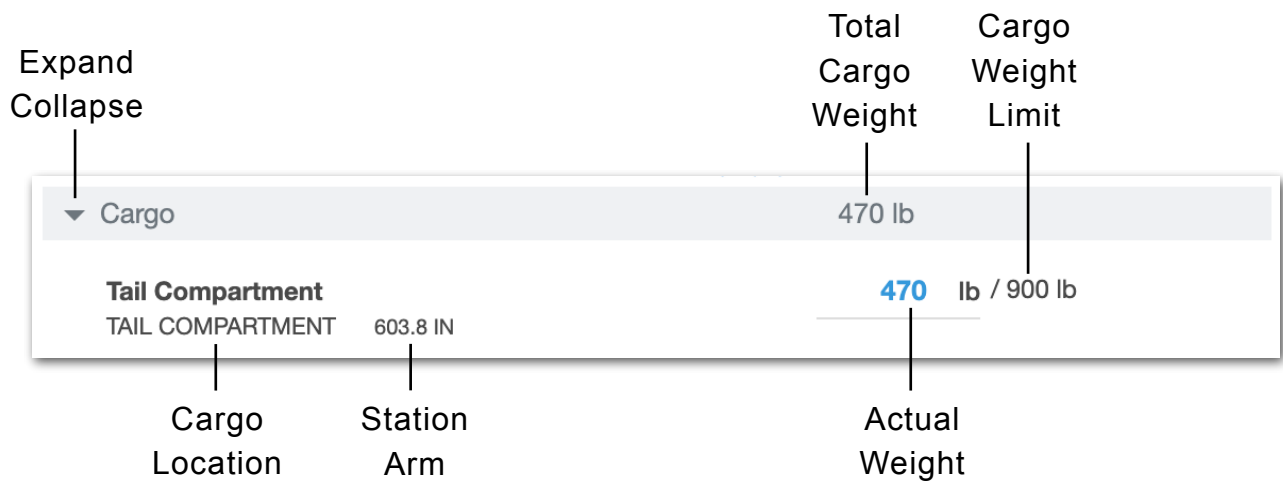


6. WEIGHT & BALANCE

6.5 Cargo

Cargo added to a flight's load is automatically included in Weight and Balance when **Autoload W&B** is enabled. Cargo weight can be added or edited in W&B. Once cargo weight is edited in W&B, the Flight Editor load section is locked and subsequent changes must be made in W&B.

Cargo capacity and station arms are editable in **Aircraft > Weight & Balance > Stations**.



W&B Cargo Section

6. WEIGHT & BALANCE

6.6 Aircraft Items

Aircraft items with variable weights configured in **Aircraft > Weight & Balance > Stations** are automatically included in W&B. Aircraft items can be edited in W&B. Once an aircraft item is edited, the load section in the Flight Editor is locked and subsequent changes must be made in W&B.

		Total Weight	Weight Limit
Expand Collapse			
▼ Aircraft Items		1,924 lb	
Nav Chart Case		50	lb / 50 lb
NAV CHART CASE	269.5 IN		
Wardrobe Closet		68	lb / 68 lb
WARDROBE CLOSET	295 IN		
Galley Storage		440	lb / 440 lb
GALLEY STORAGE	319 IN		
Sideledge		18	lb / 18 lb
SIDELEDGE	437.5 IN		
Liferaft Storage		1348	lb
LIFERAFT STORAGE	498 IN		
Aircraft Item	Station Arm	Actual Weight	

6.7 Warnings

Cautions and warnings related to W&B are depicted above the W&B summary. If there are multiple warnings, you must **Click to View to see** the additional warnings.

Jump Seat weight of 200 lbs exceeds limit of 180 lbs.

Example W&B Warning

6. WEIGHT & BALANCE

6.8 Weight & Balance CG Summary

The Weight & Balance CG summary depicts weights, limits, and computed CG. The top of the summary lists the aircraft's Basic Operating Weight (BOW) as specified on the **Aircraft > Weight & Balance > Stations** page.

Payload (passenger and cargo weight) is added to BOW to determine the aircraft's Zero Fuel Weight (ZFW). Fuel is added to the aircraft's ZFW to determine the aircraft's Ramp Weight. Fuel weight is determined by the Flight Editor **Fuel Policy** selection.

Taxi fuel is subtracted from Ramp Weight to determine Takeoff Weight. Fuel To Destination is subtracted from Takeoff Weight to determine Landing Weight.

▼ WEIGHT & BALANCE CG SUMMARY			
	WEIGHT (LB)	LIMIT (LB)	CG (IN)
Basic Operating Weight	27,151	-	514
Payload	4,849	4,849	-
Zero Fuel Weight	31,570	32,000	504.27
Fuel	7,590	20,000	-
Ramp Weight	39,160	48,300	503.31
Taxi Fuel	300	-	-
Takeoff Weight	38,860	48,200	503.17
Fuel To Destination	5,415	-	-
Landing Weight	33,445	38,000	502.97

Weight and Balance CG Summary

Weight Limit Exceedance

In the event a weight limit is exceeded, the applicable row is depicted in bold red text.

Landing Weight	38,300	38,000	509.11
-----------------------	---------------	---------------	---------------

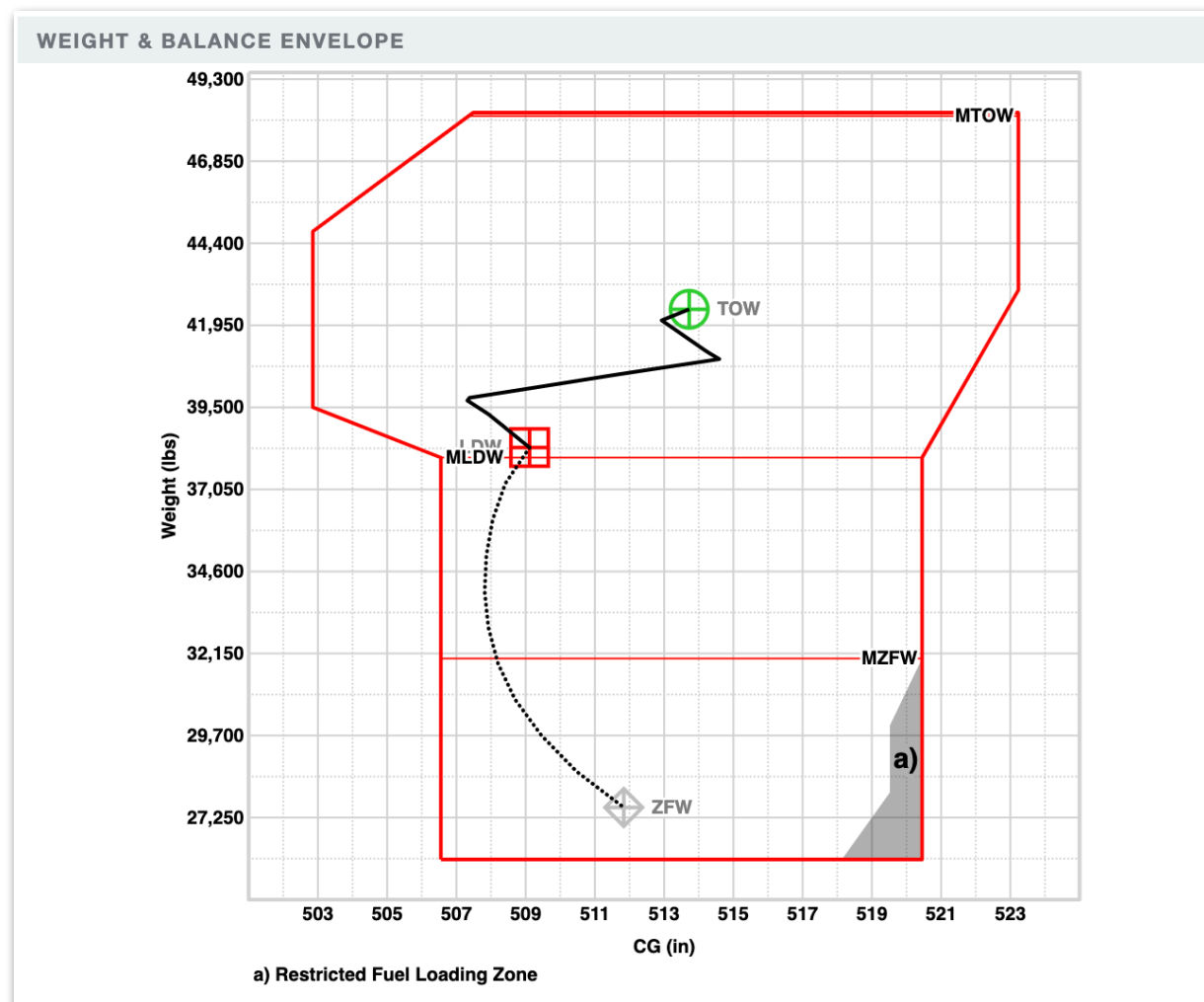
Example Weight Limit Exceedance

6. WEIGHT & BALANCE

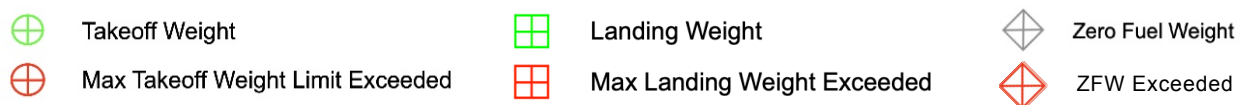
6.9 Weight & Balance Envelope

Aircraft Weight and CG for the flight is depicted graphically on the Weight and Balance Envelope. Aircraft weight and weight limits are defined by the Y-Axis. CG and CG limits are defined by the X-Axis.

A solid black line depicts the weight and CG of the aircraft as the aircraft burns fuel throughout the flight. A dashed line depicts the weight and CG of the aircraft from the landing weight to the zero fuel weight. If weight or CG is exceeded, the envelope and the exceeded limit are depicted in red.



Sample Weight & Balance Envelope with Maximum Landing Weight Exceeded



ATC DATA

This section contains general information about filing flight plans with Dispatch. For more detailed information, refer to the ForeFlight Filing Guide available in-app by selecting **Documents > ForeFlight > ForeFlight Filing Guide** or at www.foreflight.com/support/filing.

Flights are planned in Dispatch using the Flight Editor. Pertinent information from the Flight Editor is automatically copied to the flight plan form. IFR flight plans are supported worldwide with the exception of flights in Syria or North Korea.

IFR flight plans can be filed up to 28 days in advance (excluding Europe) and will be automatically transmitted at the ATC flight plan acceptance time (generally 22 hours before the proposed departure time). Flight plans filed less than 22 hours before the proposed departure are sent to ATC immediately. Due to EuroControl route validation requirements, flights in Europe can be filed up to 120 hours in advance of the Estimated Off-Block Time (EOBT).

7.1 ATC Data Fields

Select **ATC Data** from the upper toolbar to review flight plan form information. The ATC data page specifies the Flight Type, Flight Rules, Remarks, Filing Codes, and AFTN addresses to which the flight plan will be sent when filed. This section provides a detailed explanation of the different ATC Data fields and how to file a flight plan.

FLIGHT				RUNWAY ANALYSIS				ATC DATA				FILES				EAPIS			
GENERAL																			
Type of Flight								Flight rule				STS Special Handling							
G - General Aviation								IFR											
Remarks																			
OTHER INFORMATION (Hide)																			
CODE				COM				DAT				DLE							
NAV				OPR				ORGN				RIF							
RVR				SEL				SUR				TYP							
Number of Aircraft				SAR Name				SAR Phone				☐ EUR/PROTECTED							
1																			

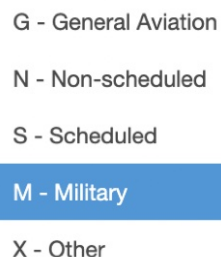
ATC Data

7. ATC DATA

7.1.1 Flight Type

To file a flight plan, a flight type must be selected. Once a flight type is selected, it becomes the default for subsequent flights. Military flight type is automatically selected when filing with a Military Flight Bag account.

Pilots flying commercially should select scheduled or non-scheduled air transport operations as appropriate. If the flight does not meet one of the available options, select **X - Other**.



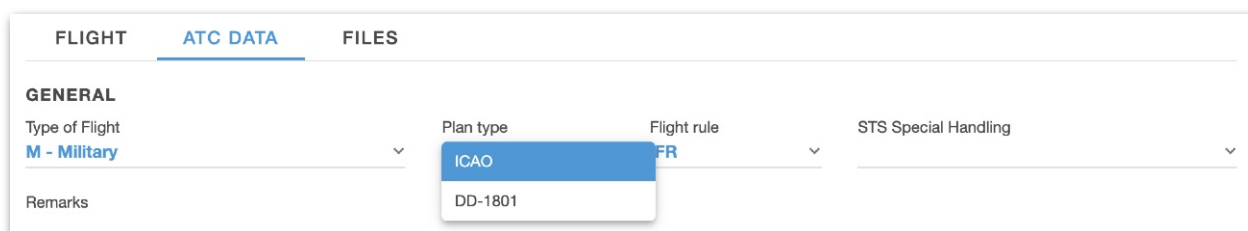
A vertical dropdown menu with five options: 'G - General Aviation', 'N - Non-scheduled', 'S - Scheduled', 'M - Military' (highlighted in blue), and 'X - Other'.

Types of Flights

7.1.2 Plan Type

The **ICAO** filing form (FAA form 7233-4) is the *only* form available when filing with Dispatch.

If filing with ForeFlight Military Flight Bag, the **DD-1801** filing form is available in addition to the ICAO form. The **DD-1801** form is a modified ICAO filing form that accommodates military operations. If filing a flight plan with the intention to transmit to base operations, select the DD-1801 form.



The screenshot shows the 'ATC DATA' tab selected. Under the 'GENERAL' section, there are four dropdown menus: 'Type of Flight' (set to 'M - Military'), 'Plan type' (with a dropdown menu open showing 'ICAO' and 'DD-1801'), 'Flight rule' (set to 'FR'), and 'STS Special Handling'. A 'Remarks' field is also visible.

ICAO or DD-1801 Plan Type

Note: ICAO flight plan forms may be used for any filing if military base operations do not require a signed copy of your flight plan form. For more information regarding the military DD-1801 flight plan form, see this [support article](#).

7. ATC DATA

7.1.3 Flight Rules

Flight Rules are copied from the route section of the Flight Editor. There are four flight rules to choose from.

- **IFR** - The flight will be conducted under instrument flight rules.
- **VFR** - The flight will be conducted under visual flight rules.
- **YFR** - The flight will begin as IFR and will then change to VFR. A transition to VFR will automatically be added at the last point in the route if a transition to VFR is not specified.
- **ZFR** - The flight will begin as VFR and will then change to IFR. A transition to from VFR to IFR will automatically be added at the first waypoint in the route if a transition is otherwise not specified. .

7. ATC DATA

7.1.4 STS Special Handling

The STS Special Handling field specifies a special handling status for a flight. For example, aircraft conducting medical flights which require priority handling should select the STS Special Handling code **HOSP**.

Special Handling codes specified on the aircraft profile will be copied to each flight plan for that aircraft. If special handling is not required for every flight, no code should be specified in the aircraft profile. Instead, the code can be specified on the ATD Data page when needed.

STS Special Handling	
Altitude reservation (ALTRV)	A flight operated in accordance with an altitude reservation.
ATFM exempt (ATFMX)	A flight approved for exemption from ATFM measures by the appropriate ATS authority.
Firefighting (FFR)	Firefighting flight.
Flight check (FLTCK)	Flight check for calibration of nav aids.
Hazardous material (HAZMAT)	A flight carrying hazardous material.
Head of States (HEAD)	A flight with Head of State status.
Medical flight (HOSP)	A medical flight declared by medical authorities.
Humanitarian (HUM)	A flight operating on a humanitarian mission.
Military separation (MARSA)	A flight for which a military entity assumes responsibility for separation of military aircraft.
Medical Evacuation (MEDEVAC)	A life-critical medical emergency evacuation.
Non-RVSM in RVSM (NONRVSM)	A non-RVSM capable flight intending to operate in RVSM airspace.
Search and rescue (SAR)	A flight engaged in a search and rescue mission.
Military/police (STATE)	A flight engaged in military, customs, or police services.

7. ATC DATA

7.1.5 Remarks

The Remarks section accepts alphanumeric characters (A-Z, 0-9, and spaces). Special characters should not be used in remarks and will be automatically removed. Remarks should be concise. ATC generally only views remarks which are less than 20 characters. Remarks entered on the ATC Data page are copied to the Flight Plan form Other Information **field 18** preceded by RMK/.

7.1.6 Other Information

Other Information fields provide air traffic agencies with additional information not otherwise stated with ICAO codes alone. Some flight plans automatically result in Other Information being added to the Flight Plan form.

Other Information fields are optional. Pilots flying in the US are encouraged to specify **CODE** and **SUR** fields if applicable. See the following page for Other Information field definitions.

OTHER INFORMATION (Hide)			
CODE	COM	DAT	DLE
NAV	OPR	ORGN	RIF
RVR	SEL	SUR	TYP
Number of Aircraft 1	SAR Name	SAR Phone	☐ EUR/PROTECTED

7. ATC DATA

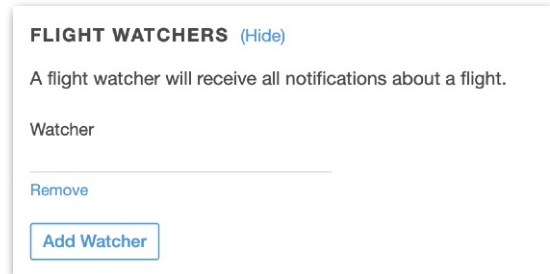
Other Information Definitions	
CODE	Aircraft Mode S hex address (e.g. A519D9)(Recommended).
COM	Communication capabilities not otherwise specified.
DAT	Other data applications (See AC 90-117).
DLE	Delay or holding (at a fix). Insert the point(s) where the delay is to occur followed by the length of the delay in hours and minutes (hhmm) \
EET	Estimated Elapsed Time within an FIR boundary (e.g. KZNY0124). EET is automatically calculated and entered by Dispatch.
NAV	Navigation capabilities not otherwise specified.
OPR	Operator/Company Name
ORGN	Flight Plan Originator AFTN address or other appropriate contact details (e.g. KHOUARCW)(Not required by FAA).
PER	Performance Category (e.g. A)(Not required by FAA).
RALT	Four letter ICAO identifier for Enroute Alternates
REG	Registration (ex. N123AB, CJABC, DABC). Must be entered to receive CPDLC messages.
RIF	Route to revised destination (e.g. DTA HEC KLAX).
RVR	Runway Visual Range Requirement in Metres (EuroControl support).
SEL	SELCAL is a signaling method for HF equipment which alerts aircraft that a ground station wishes to communicate with it. Codes are assigned to aircraft operators and not to individual aircraft.
STAY INFO	Additional information for delays at a waypoint. Utilized in EuroControl airspace. See this support article for additional information.
SUR	Surveillance capability. For example, enter "260B" for 2020 ADS-B compliant 1090Mhz transceivers.
TALT	Take-off Alternates (e.g. KTEB).
TYP	Non-standard aircraft type (e.g. homebuilt). Must provide type information if aircraft type is ZZZZ.
SAR Name	Name of contact familiar with the flight and not onboard the aircraft.
SAR Phone	Contact number for the SAR contact.
EUR/ Protected	When enabled, details will only be available to a restricted audience (e.g. a security sensitive flight). One or more of the following STS indicators must be present: FFR, MEDEVAC, ATFMX, SAR, HEAD.

7. ATC DATA

7.2 Flight Watchers

Dispatch sends assigned crew members emails when flights are released and edited. *Additional* email recipients can be added per flight with the ATC Data Flight Watchers feature. To add additional email recipients to a flight:

1. Select **ATC Data**.
2. Click [\(Show\)](#) to the right of Flight Watchers.
3. Select [Add Watcher](#)
4. Select a recipient from the list or manually enter an email address.
5. To add additional watchers, repeat steps 2 - 3.



FLIGHT WATCHERS [\(Hide\)](#)

A flight watcher will receive all notifications about a flight.

Watcher

[Remove](#)

[Add Watcher](#)

Flight Watchers

7.2.1 Flight Watchers in ForeFlight Mobile

When the Watcher is a member of the Dispatch account, the flight will automatically become available in ForeFlight Mobile. Watchers can view and edit flights in ForeFlight Mobile when the flight is released as editable.

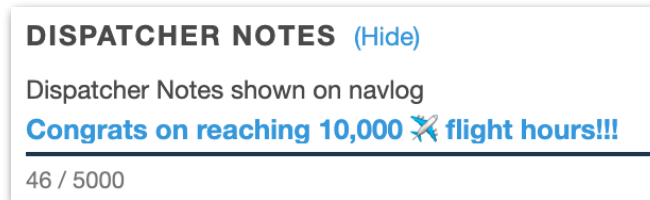
7.2.2 Removing a Flight Watcher

To stop flight notifications for a user, click [Remove](#) below their name.

7. ATC DATA

7.3 Dispatcher Notes

Dispatcher Notes allow flight planners to communicate notes about the flight to the flight crew. Dispatcher Notes supports up to 5,000 letters, numbers, special characters, emojis, and text breaks (new line). Dispatcher Notes are shown on the Navlog and can also be entered when releasing a flight.



Dispatcher Notes

7. ATC DATA

7.4 AFTN Addressing

ForeFlight will insert all relevant Aeronautical Fixed Telecommunication Network (AFTN) addressing based on current AIPs. Dispatch also allows flight planners the ability to add additional AFTN addresses in the AFTN Addressing field.

If manual AFTN addressing is common for your operation, operational rules can be created in the Dispatch Settings under the Operational Rules tab based on a single or combination of criteria such as Departure, Destination, Tail Number, Departure FIR, Destination FIR, and Overflown FIR. Once the AFTN Operation Rule has been created, the AFTN address or addresses will be added to each flight that meets the defined criteria.

7.5 Filing Messages

The Filing Messages section provides an overview of ATC communication regarding a flight. Dispatch lists all sent flight plan messages as well as any AFTN messages received from ATC.

It's important to note that you do not have to specify which type of message to send. Dispatch automatically determines what sequence of messages to send so that the flight plan is accurately updated within ATC systems.

The following *outbound* messages can be sent by Dispatch:

- **FPL** - Outbound Flight Plan Message (FPL)
- **CHG** - Outbound Modification Messages (CHG). A CHG message is transmitted when any change is made to the flight plan data contained in a previously transmitted FPL.
- **DLA** - Outbound Delay Message (DLA). Delay Message (DLA) is sent to ATC advising them of the new requested departure time.
- **CNL** - Outbound Cancellation (CNL) Message
- **SPL** - Outbound Supplementary Flight Plan Message (SPL). This type of message will only be sent in reply to a request for supplementary flight plan data.

For some regions of the world, such as the United States and European countries, Dispatch is able to interpret the messages coming in from ATC.

7. ATC DATA

Dispatch supports the following *incoming* message types:

- **ACK** - Inbound Acknowledgement Message (ACK). ACK responses to FPL, CHG, DLA, and CNL messages
- **REJ** - Inbound Rejection Message (REJ). REJ responses to FPL, CHG, DLA, and CNL messages
- **FLS** - Flight plan suspension message sent by EUROCONTROL IFPS. These are sent if the flight plan gets suspended due to a route re-validation, or the aircraft has not taken off within 30 minutes of its ETD.
- **DES** - Flight plan de-suspension message sent by EUROCONTROL if a previously suspended flight plan becomes de-suspended
- **SAM, SRM, and SLC** - Slot allocation, revision, and cancellation messages. Sent by EUROCONTROL if the flight plan is issued a ground delay (slot time / CTOT)
- **RQS, RQP** - Sent by ATC if they are re-requesting the flight plan (RQP) or requesting supplementary information about the flight (RQS)

If Dispatch receives a message that cannot be automatically interpreted, the message is marked as *UNK* (unknown). If Dispatch receives an unknown message, a letter icon is put on the ATC Data tab and on the flight list to notify you of the unknown message.

Flight Plan Emails

When a filling message is received from ATC, it is displayed on the Dispatch ATC Data page and an email is sent to flight crews and **Flight Watchers** (*exceptions apply*).

Inbound *Acknowledge* messages are not delivered via email for flights in the United States or Canada.

7. ATC DATA

7.6 Planned FPL

The flight plan as it will be transmitted to ATC is depicted near the bottom of the ATC Data page. To view the flight plan form, select **More > ICAO Document** near to upper right corner of the screen.

Planned FPL

```
(FPL-N714MG-IG  
-C25B/L-BCDGILORY/CB2  
-KPHX0350  
-N0415F331 DCT CORKR DCT EEEZY DCT  
-KSLC0110 ZZZZ  
-PBN/B2D1S1 D0F/220217 EET/KZLA0019 KZLC0039 ALTN/U42)
```

FPL Message

7. ATC DATA

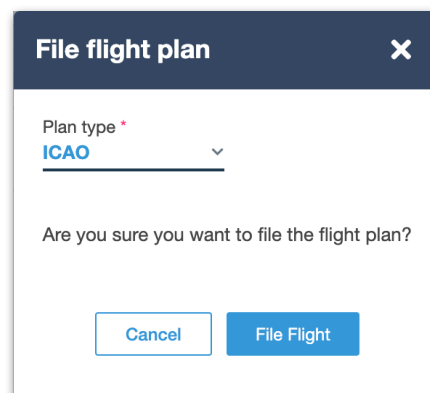
7.7 Filing

After reviewing the ATC Data page, select **File** near the bottom right corner of the screen to file the flight plan. If filing from a Military Flight Bag account, select the flight plan form type (**ICAO** or **DD-1801**).

After selecting **File Flight**, a message is depicted indicating the status of the flight plan (accepted or rejected).

If a flight plan is rejected, a message with information related to the rejection is depicted. Review the message and edit the aircraft profile or flight to clear the message.

If a flight plan is filed before ATC is able to accept the plan (generally more than 22 hours prior to ETD), the time when the plan will be transmitted to ATC is available by hovering the mouse cursor over ATC Status in the flight status bar near the bottom of the screen.

A modal dialog box titled "File flight plan" with a close button (X) in the top right corner. It contains a "Plan type" dropdown menu with "ICAO" selected. Below the dropdown is a confirmation question: "Are you sure you want to file the flight plan?". At the bottom are two buttons: "Cancel" and "File Flight".

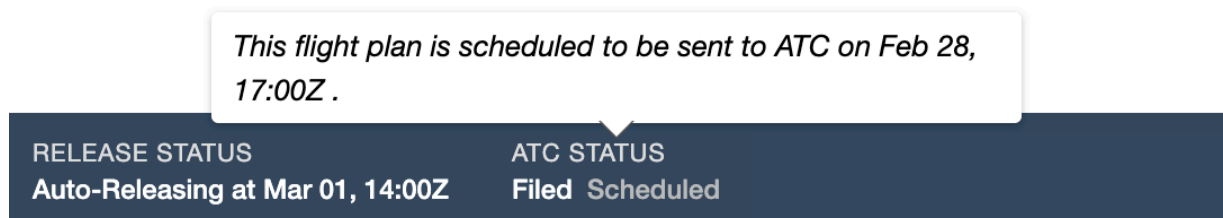
File flight plan

Plan type *
ICAO

Are you sure you want to file the flight plan?

Cancel File Flight

File Menu

A screenshot of the ATC Status Message section. A tooltip points to the "ATC STATUS" label, displaying the text: "This flight plan is scheduled to be sent to ATC on Feb 28, 17:00Z." Below the tooltip is a dark blue bar with two columns: "RELEASE STATUS" showing "Auto-Releasing at Mar 01, 14:00Z" and "ATC STATUS" showing "Filed Scheduled".

This flight plan is scheduled to be sent to ATC on Feb 28, 17:00Z .

RELEASE STATUS	ATC STATUS
Auto-Releasing at Mar 01, 14:00Z	Filed Scheduled

ATC Status Message

7.7.1 Expected Departure Clearance Time (EDCT)

Flights that are assigned an EDCT or Calculated Takeoff Time (CTOT) as a result of ATC traffic management initiatives receive an email notification and text message with information about the expected delay. Emails and text messages are sent to the crew assigned to the flight. Manage email addresses and phone numbers in ForeFlight Web > **Organization**.

If an EDCT (US) or CTOT (Europe) is received, the flight's new expected departure time will be shown below the flight's original ETD and highlighted in orange on the **Flight Status Board**.

7. ATC DATA

7.8 Flight Plan Changes

To amend a filed flight plan, locate the flight in the Flights list, and click **Edit**. With the Flight Editor open, make the appropriate changes to your flight. Once all changes are complete, click **Save & Amend**.

After you click **Save & Amend**, a confirmation pop-up will appear on the screen. Click, **Yes, amend flight** to file the amended plan, or click **No** to return to the Flight Editor.

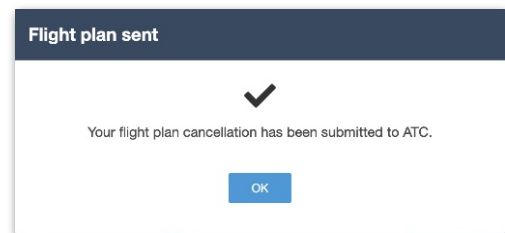
7.8.1 Canceling a Filed Flight

To cancel a filed flight plan, click **Cancel** near the bottom right corner of the screen.

After selecting cancel, a confirmation pop-up appears, click **Cancel Flight**.

When a flight has been successfully canceled, a confirmation pop-up appears.

IFR flight plans can be amended or canceled up to the lock-out period (typically 45 minutes before the proposed departure time). Once inside the lock-out window, changes require manual coordination with ATC over the phone to amend or cancel a flight plan. See the Filing Guide for specific lock-out times by flight region.



Cancellation Confirmation

7. ATC DATA

7.9 Military Filing

Military

To file a DD-1801 flight plan:

1. Plan with the Flight Editor.
2. Review ATC Data.
3. Select **File**.
4. Select **DD-1801**.
5. Select if ATC and Base Ops should be notified or just Base Ops.
6. Enter Base Ops email address.
7. Attach necessary files.
8. Add Remarks (optional).
9. Add Signature.
10. Select **Sign & File**.

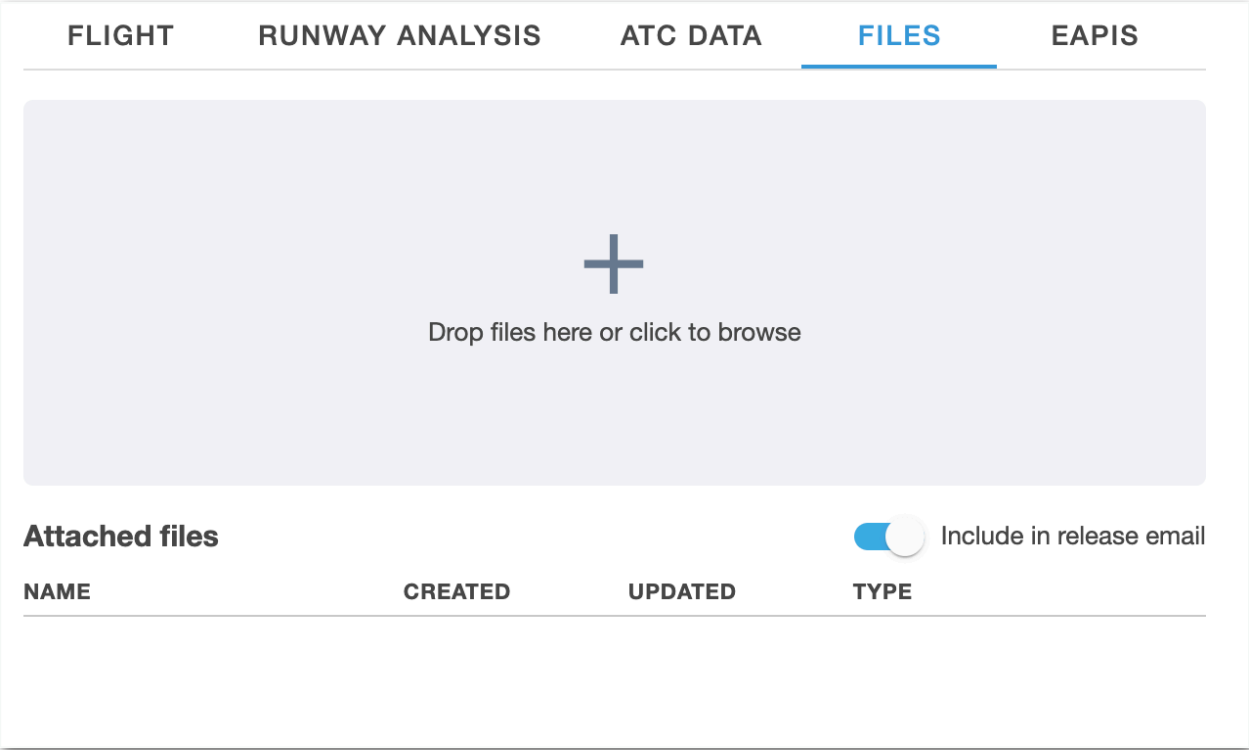
If a flight plan is exclusively filed with Base Ops, it's incumbent upon Base Ops to file the flight plan with ATC (if necessary). When filing with the DD-1801 form, a preview of the form is depicted. Above the preview image are options to download or print the form.

The screenshot shows a 'File flight plan' dialog box. On the left, there's a form with the following fields: 'Plan type' (DD-1801), 'Filing a DD-1801 flight plan requires a signature.' (with radio buttons for 'Notify Base Ops and File with ATC' and 'Notify Base Ops'), 'Base Ops email address *', 'ADDITIONAL INFORMATION' (with fields for 'Passenger Manifest Location', 'Crew List Location', 'Attached', 'Dinghy Remarks', and 'Route Remarks'), and 'Your Signature *' (with a signature 'Maverick'). At the bottom are 'Cancel' and 'Sign & File' buttons. On the right, a preview of the DD-1801 form is shown, with a toolbar above it containing icons for back, forward, search, and other navigation functions.

DD-1801 Menu

FILES

The Files page allows flight planners and pilots to add files to a flight. Attached flight files can be renamed, downloaded, and deleted from the Files page.



Flight Files

8.1 Adding Files

To add files to a flight, select the Files tab from the navigational toolbar and drag and drop files to the upload box. Files can also be added by clicking the upload box to browse and select files from your computer. Files added to a flight are displayed in list view under Attached files.

Attached files				☒ Include in release email	
NAME	CREATED	UPDATED	TYPE		
REVISION 27	Sep 22, 13:54Z	Sep 22, 13:54Z	PDF	Download	Delete
Construction Site Aerial V...	Sep 22, 13:57Z	Sep 22, 13:57Z	JPEG	Download	Delete
VIP Passenger Photo	Sep 22, 13:58Z	Sep 22, 13:58Z	PNG	Download	Delete

Attached Files

8. FILES

8.1.1 Renaming Files

Files retain their name when they are attached to a flight. To rename a file, click the pencil icon  and use the keyboard to rename the file. To save the new file name, hit enter or done with your keyboard or click the mouse outside of the file name. Renaming a file with Dispatch does not rename the file on your computer.

8.1.2 Downloading Files

Files attached to a flight are able to be downloaded from the Files page. Click [Download](#) to save the file to your computer's download folder. If a file is renamed in Dispatch and later downloaded, the updated file name is reflected in the download.

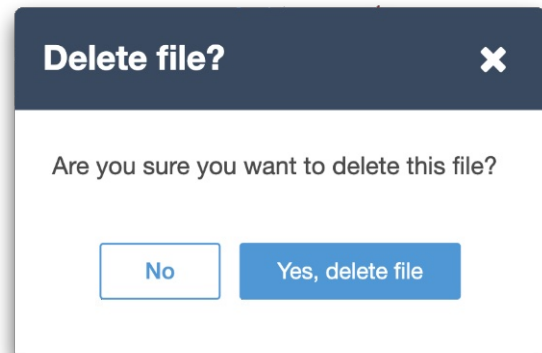
8.1.3 Releasing Flights with Attachments

Once a flight is released, attached files become available to all crew members assigned to the flight within the Files tab at the top of the Flights view in ForeFlight Mobile. Crew members can view, annotate, or print the files for inflight use.

8.2 Deleting Files

To remove an attachment from a flight, click **Delete**. A confirmation pop-up appears after clicking **Delete** to ensure the file should be deleted. Once a file has been deleted from a flight, it is not possible to restore it.

If a file was accidentally deleted, add the file again to the flight from your computer's file system. Deleting a file from Dispatch does not delete the file from your computer's file system.



Delete File Confirmation Pop-Up

8.3 Supported File Types

Supported file types include PDF, TIFF, TIF, JPG, JPEG, GIF, PNG, BMP, BMPF, TXT, DOC, DOCX, XLSX, XLS, PPTX, PPT, CSV, Pages, Key, and Numbers. File attachments are limited to *25MB* or less.

EAPIS

Aircraft flying internationally between select nations (see below) can submit passenger information using Dispatch's Electronic Advanced Passenger Information System (eAPIS). eAPIS is automatically enabled for all private flights with no additional configuration required.

In order to submit electronic information for commercial flights, flight planners must email success@foreflight.com to provide a sender ID and carrier code.

eAPIS manifests are submitted to *departing* and *arriving* nations. It's not possible to exclude a nation when eAPIS is submitted through Dispatch. The Dispatch user who submits an eAPIS manifest and the pilots assigned to the flight receive eAPIS confirmation emails.

9.1 Supported eAPIS Nations

The following nations support Dispatch eAPIS:

Unites States	Curacao	St. Kitts and Nevis
Mexico	Dominica	St. Lucia
Antigua and Barbuda	Grenada	St. Vincent and the Grenadines
Bahamas	Guyana	Suriname
Barbados	Haiti	Trinidad and Tobago
Belize	Jamaica	Turks and Caicos
Cayman Islands	Montserrat	

9. EAPIS

9.2 Accessing eAPIS

Select **EAPIS** from the toolbar to access the passenger manifest. **EAPIS** is only displayed in the toolbar when international flights between supported nations are planned.

EAPIS is organized into General, Aircraft and Additional Details, Crew, and Passenger sections. Each field in the EAPIS manifest has specific formatting requirements. Information entered into the manifest should meet the formatting requirements of this section.

FLIGHT **RUNWAY ANALYSIS** **ATC DATA** **FILES** **EAPIS**

GENERAL

Type *
Commercial ▾

Departure
KCXO [Info](#)
Conroe-North Ho...

Destination
MMUN [Info](#)
Cancun Internatio...

ETD Date
09/15/2021 **CDT**

ETD Time
2:05 PM **CDT**

ETA Time
3:37 PM **EST**

Aircraft Operator *
Aircraft Operator is required

24/7 Contact *
24/7 Contact is required

CBP Carrier Code *
Carrier Code is required

CREW

NAME	ROLE	DOCUMENTS
No crew added to manifest		
+ Add Crew Member		

PASSENGERS

NAME	ROLE	DOCUMENTS
Passenger count matches payload count		
+ Add Passenger		

Review & Submit

eAPIS submission supported for departure & destination

[Review and submit](#)

9. EAPIS

9.3 General

The General section of the manifest contains Type, Departure, Destination, ETD Date, ETD Time, and ETA Time fields. All fields other than *Type* are copied from the Flight Editor and are unable to be edited on the eAPIS page.

9.3.1 Type

When planning a new flight, the *Type* field is blank. Flight planners must choose either a **Private** or **Commercial** flight to populate the remainder of the EAPIS page.

The flight type can be changed as needed prior to submitting passenger information. Private and commercial flights are required to submit identical information with the exception of the following:

- **Private** eAPIS manifests are enabled for all accounts. Flights must enter aircraft owner information.
- **Commercial** flights must enter a Customs and Border Protection (CBP) [Carrier Code](#). Commercial eAPIS authorization is required. Contact success@foreflight.com to enable commercial eAPIS for your account.

GENERAL									
Type *	Departure	Destination	ETD Date	ETD Time	ETA Time				
Commercial	KCXO	MMUN	09/07/2021	CDT	10:50 AM	CDT	12:25 PM	EST	
Conroe-North Houston ...		Cancun International							
Aircraft Operator *			24/7 Contact *						
Aircraft Operator is required			24/7 Contact is required						
CBP Carrier Code *									
Carrier Code is required									

Commercial Flight - General Section

9. EAPIS

Determining Type

U.S. Customs and Border Protection defines commercial flights as any flight for which revenue is received. A CBP officer's decision as to whether or not an aircraft is being used for commercial or private purposes begins with the U.S. Code of Federal Regulations (CFR) definitions below and is based on the totality of the circumstances, never a single factor such as the aircraft type.

Definitions are listed below to assist flight planners with choosing the correct type of flight.

Commercial Aircraft – 19 CFR §122.1(d)

A commercial aircraft is any aircraft transporting passengers and/or cargo for some payment or other consideration, including money or services rendered. If either the arrival or departure leg of an aircraft's journey is commercial, then both legs of the flight are considered commercial.

Private Aircraft – 19 CFR §122.1(h)

A private aircraft is any aircraft engaged in a personal or business flight to or from the United States which is *not* carrying passengers and/or cargo for commercial purposes; or

- Leaving the United States carrying neither passengers nor cargo in order to load passengers and/or cargo in a foreign area for commercial purposes; or
- Returning to the United States carrying neither passengers nor cargo in ballast after leaving with passengers and/or cargo for commercial purposes.

9.4 Aircraft Operator

The aircraft operator field is a required field which will be either an individual or company. The middle name of the individual is required, if applicable.

Only alphabetic characters are permitted but inclusion of a hyphen or apostrophe is acceptable in the name fields. If a business entity is used, alphanumeric and the following special characters are permitted: forward slash, back slash, hyphen, apostrophe, the "at" sign (@), period, comma and space.

9. EAPIS

9.4.1 24/7 Contact

The full name and telephone number of a 24 hour emergency contact are required. An email address is not required, but is strongly recommended. In the event of a DHS response email with special instructions, a copy of the instructions will also be sent to the email address.

Only alphanumeric characters are permitted but inclusion of a hyphen or apostrophe is acceptable. If an email address is entered, alphanumeric and the following special characters are permitted: forward slash, back slash, hyphen, apostrophe, the “at” sign (@), period, comma and space.

9.4.2 Aircraft Owner (*Private Aircraft*)

The aircraft owner field is a required field which will be either an individual or company. Either the owner or company name field should be completed, not both. The middle name of the individual is required, if applicable.

Only alphabetic characters are permitted but inclusion of a hyphen or apostrophe is acceptable in the name fields. If a business entity is used, alphanumeric and the following special characters are permitted: forward slash, back slash, hyphen, apostrophe, the “at” sign (@), period, comma and space.

9.4.3 CBP Decal Number (*Private Aircraft*)

CBP Decal Numbers are optional and must be numeric. No alpha or special characters or spaces are permitted. For additional information regarding CBP Decals visit the DTOPS website at www.dtops.cbp.dhs.gov.

9.4.4 Additional Foreign Landing Airports (*Private Aircraft*)

Enter any additional intended foreign airports (other than the airport of foreign arrival) at which this flight will land within 24 hours of departure from the United States. Use the search bar to search by ICAO identifier, city, or airport name.

Additional foreign landing airports ⓘ
MMMD ⓘ × MGMM ⓘ ×

9. EAPIS

9.4.5 CBP Carrier Code (Commercial Aircraft)

The Standard Carrier Alpha Code (SCAC) is a unique two-to-four-letter code used to identify transportation companies.

9.5 Crew

Crew members assigned to a flight are automatically added to the eAPIS manifest crew section. Icons to the left of the crew members indicate if their eAPIS details are complete.

If the  warning icon is present, click [Edit](#) to open the editor to resolve any issues. The crew member editor contains all necessary fields for successful eAPIS submission. Mandatory fields are depicted with an asterisk. Once all mandatory fields are complete and saved, the  icon is depicted.

CREW					
	NAME	ROLE	DOCUMENTS		
	Example Complete Crew	Pilot	Passport, Pilot License	Edit	Remove
	Example Incomplete Crew	Pilot	Passport, Pilot License	Edit	Remove
Required details for one or more crew members is missing.					
+ Add Crew Member					

eAPIS Crew Member Icons

9.5.1 Adding, Editing, Removing Crew Members

Select [+ Add Crew Member](#) to add an additional crew member to the flight. Adding additional crew members to the eAPIS manifest automatically adds them to the flight.

Changes made to a crew member's information are saved for subsequent flights.

To remove a crew member from the eAPIS manifest, select **Remove**. Removing a crew member from the eAPIS manifest automatically removes them from the Flight Editor.

9. EAPIS

9.5.2 Crew Member Editor

The crew member editor is accessed by selecting **+ Add Crew Member** or by selecting **Edit** for any existing crew member. Formatting requirements for each crew member field are available on the following page.

Crew

Add crew *

As **PIC**

Remove

First Name *

Middle Name

Last Name *

Birth Date *

Gender *

Country of Residence *

Country of Citizenship *

Permanent Address

Street Address *

City *

State *

Zip *

Country *

US Address ⓘ

Street Address *

City *

State *

Zip *

Passport

Document Number *

Expiry Date *

Issuing Country *

Pilot License

Cancel

Save

Crew Member Editor

9. EAPIS

9.5.3 Crew Member Fields

Each crew member field has strict formatting requirements. If formatting requirements are not met, or if a mandatory field is missing, an error message is depicted and the crew member's information cannot be saved. Formatting requirements for each field are as follows:

Add Crew

The Add Crew field is a mandatory field which contains a dropdown menu of the users in your organization. If a crew member was assigned to the flight, the field is automatically populated and is not editable.

To add a crew member that is not a user in your organization, such as a contract pilot, enter a valid email address. When manually adding a crew member, the Add Crew field should be completed first. Failing to enter an email address in the Add Crew field first results in all subsequent fields being cleared.

When a crew member is manually added to a flight, they are not added as a user to your organization, however their information is saved for subsequent flights.

As

The As field allows flight planners to assign a role to crew members. Choose between Pilot in Command (PIC), Second in Command (SIC), and Cabin Attendant (CA).

Crew members assigned to a flight from the Flight Editor will have this field automatically populated. Crew member roles can be edited using the Flight Editor.

9. EAPIS

First Name

Alpha characters are permitted and the complete first name is required. Initials should not be used. Name should be entered as it appears on the travel document (biographical data page of a passport, alien registration card, etc.).

Names should not include prefixes or suffixes (Mr., Mrs., Jr., etc.) unless included in the travel document. In cases where the traveler only has a single name in the travel document (first or last), the single name should be entered in the “Last Name” field.

The First Name field should not be left blank, it should be filled with “FNU”. The use of FNU (First Name Unknown) should be limited to instances where the person’s legal name consists of one single name.

Middle Name

The middle name data is only required if applicable (if it is included in the travel document). Only alpha characters are permitted.

Last Name

Error if missing or invalid. Only alpha characters are permitted but the inclusion of a hyphen or apostrophe is acceptable.

Examples: O’Neill (no error)
Sm#th (error, illegal character)

Birth Date

The date must be numeric in month (MM), day (DD) and year (YYYY) format. Error if missing or invalid. Use the built-in date picker to ensure proper formatting.

Examples: 05-31-2002 (no error)
13-12-1970 (error, invalid month)
05-32-1970 (error, invalid day)

Gender

Error if missing or invalid. Only submissions of male or female are accepted.

9. EAPIS

9.6 Passengers

Passenger details are entered into the editor by selecting **+ Add Passenger**. Passengers that have been entered into the editor previously are accessible from the **Select from existing contacts** dropdown menu. Formatting requirements for each crew member field are available on the following page.

Passengers

Select from existing contacts...

First Name *

Middle Name

Last Name *

Birth Date *

Gender *

Country of Residence *

Country of Citizenship *

US Address ⓘ

Street Address *

City *

State *

Zip *

Passport

Document Number *

Expiry Date *

Issuing Country *

Cancel

Save

Passenger Editor

9. EAPIS

9.6.1 Passenger Fields

Each passenger field has strict formatting requirements. If formatting requirements are not met, or if a mandatory field is missing, an error message is depicted and the passenger's information cannot be saved.

First Name

Alpha characters are permitted and the complete first name is required. Initials should not be used. Name should be entered as it appears on the travel document (biographical data page of a passport, alien registration card, etc.).

Names should not include prefixes or suffixes (Mr., Mrs., Jr., etc.) unless included in the travel document. In cases where the traveler only has a single name in the travel document (first or last), the single name should be entered in the "Last Name" field.

The First Name field should not be left blank, it should be filled with "FNU". The use of FNU (First Name Unknown) should be limited to instances where the person's legal name consists of one single name.

Middle Name

The middle name data is only required if applicable (if it is included in the travel document). Only alpha characters are permitted.

Last Name

Error if missing or invalid. Only alpha characters are permitted but the inclusion of a hyphen or apostrophe is acceptable.

Examples: O'Neill (no error) - Sm#th (error, illegal character)

Birth Date

The date must be numeric in month (MM), day (DD) and year (YYYY) format. Error if missing or invalid. Use the built-in date picker to ensure proper formatting.

Examples: 05-31-2002 (no error)
13-12-1970 (error, invalid month)
05-32-1970 (error, invalid day)

Gender

Error if missing or invalid. Only submissions of male or female are accepted.

9. EAPIS

Address

A U.S. address must be submitted for all travelers onboard the aircraft whether arriving or departing the United States. The address field is not saved between flights and will need to be entered each time eAPIS is filed. For travelers who reside in the U.S., the value will most likely reflect their U.S. home address. For travelers who reside outside the U.S., the value should reflect where they will stay (or did stay) during their visit in the U.S.

The U.S. address submission should include valid street, city, state, and zip code data. Data should be alphanumeric and special characters as required for each field.

The following special characters are permitted: forward slash, back slash, hyphen, apostrophe, the “at” sign (@), period, comma and space. Blatantly invalid data submissions will be identified as an error and may result in penalty case initiation (i.e., “Unknown”, “Refused”, “Passenger declined”, etc.).

Example: If a Canadian family is flying in to the United States to attend AirVenture Oshkosh and will be setting up a tent by their aircraft, then the correct “Address While in the United States” to use would be the physical address of the Wittman Regional Airport (KOSH) where they are camped: 525 W 20th Avenue Oshkosh, WI 54902

Passport

Dispatch supports entry of *one* passport. An error will be generated if the passport is missing or invalid. Data must be alphanumeric – no spaces or special characters (dots, hyphens, number signs, dashes, slashes, etc.) are permitted.

The date must be numeric in month (MM), day (DD) and year (YYYY) format. Error if missing or invalid. Use the built-in date picker to ensure proper formatting.

Examples: 05-31-2002 (no error)
 13-12-1970 (error, invalid month)
 05-32-1970 (error, invalid day)

9. EAPIS

9.7 Submitting eAPIS

Follow these steps to submit eAPIS:

1. Complete the eAPIS form.
2. Select **Review and submit**.
3. Review the eAPIS form for accuracy.
4. Select **Submit** to transmit.

The screenshot displays the eAPIS submission interface. A central pop-up window titled "eAPIS Successfully Submitted" is visible, indicating successful submission to both Mexico and the US. The background shows the "Review & Submit" section of the form, which includes flight details, aircraft information, crew, and passengers. A map on the right shows the flight path from KAU to KAH. The bottom status bar shows "EAPIS STATUS: Submitted" and "ATC STATUS: Not Filed".

GENERAL

Type: Private | Departure: KAU | Destination: MMMX | ETD Date: 03/15/2022 | ETD Time: 9:35 AM | ETA Time: 10:08 AM | CST

Aircraft Operator: ForeFlight LLC | 24/7 Contact: Josh Smith

AIRCRAFT AND ADDITIONAL DETAILS

Aircraft owner: ForeFlight LLC | CBP Decal Number: | Additional foreign landing air: |

CREW

NAME	ROLE	DOCUMENTS
Caitlin Galloway	Pilot	Passport, Pilot License

PASSENGERS

NAME	ROLE	DOCUMENTS
------	------	-----------

Passenger count matches payload count

Review & Submit

You submitted eAPIS at March 15, 2022 at 9:26:27 AM GMT-5.

US Manifest: Submitted Confirmation Id: EAPIS-EDU-13420818

Mexico Manifest: Submitted

Submission to Mexico

Submission to US

Details

Confirmation Id: EAPIS-EDU-13420818

Table: WEIGHT (LB)

	ACTUAL	LIMIT	FUEL	LB	TIME
BEW	27,151	-	Taxi	300	-
Payload	205	4,849	Destination	3,637	01:33
ZFW	27,356	32,000	Alternate	0	00:00
Total fuel	5,812	20,000	Reserve	1,875	00:54
Ramp weight	33,168	48,300	Min required	5,812	02:27
Taxi fuel	300	-	Extra	0	00:00
TOW	32,868	48,200	Landing	1,875	-
Dest fuel	3,637	-	Total	5,812	02:27
	29,231	38,000			

Table: Destination

Destination	690 nm	648 nm	01:33	16:08Z	9H	3,637
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Payload	205	4,849	Destination	3,637	01:33
ZFW	27,356	32,000	Alternate	0	00:00
Total fuel	5,812	20,000	Reserve	1,875	00:54
Ramp weight	33,168	48,300	Min required	5,8	

9. EAPIS

9.7.1 General Declaration (GenDec)

The general declaration form is automatically added to a flight when eAPIS is submitted. Preview a flight's general declaration form by selecting **GenDec** from the eAPIS view.

9.8 eAPIS Amendments

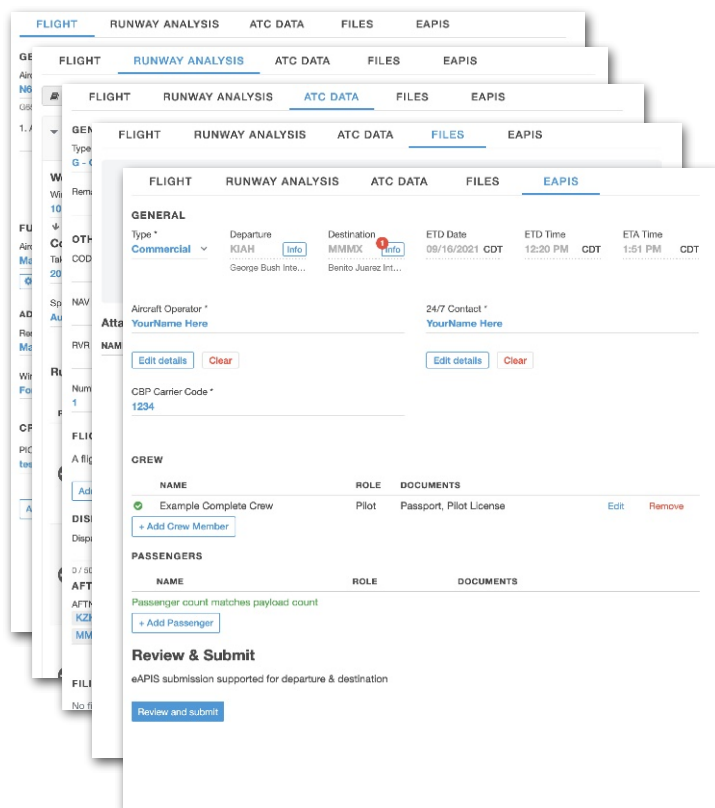
eAPIS amendments are required when adding passengers or changing crew. It's not required to submit an amendment when removing passengers from a flight. To amend an eAPIS submission, select **Review > Resubmit**.

To amend the aircraft, departure date, destination, or departure location after an eAPIS form has been submitted, the original request must be canceled via phone. See www.cbp.gov/contact/ports/ for contact information.

Once the original request is cancelled, another eAPIS manifest may be submitted with Dispatch. Acceptance and rejection emails are sent by US Customs and Border Protection. Other nations typically do not send acceptance or rejection emails.

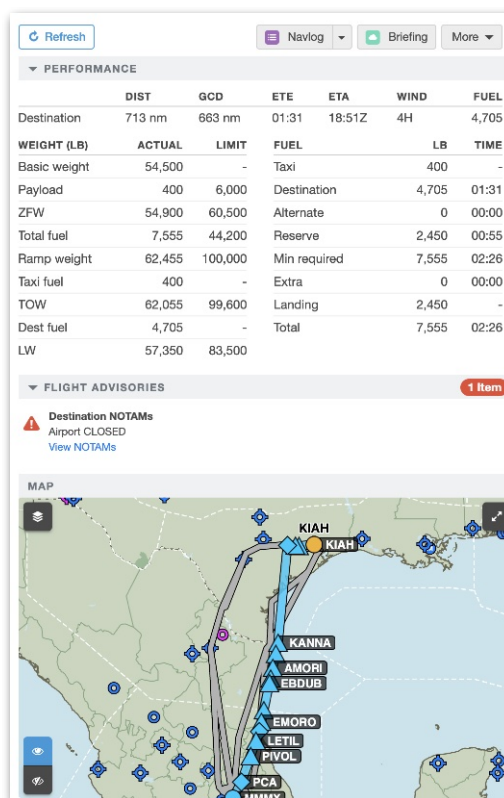
FLIGHT SUMMARY

A summary of the flight is depicted at all times to the right of the Flight Editor. The summary contains buttons for accessing flight documents, a performance section, flight advisories, and an interactive map.



The Flight Editor Views show a multi-tabbed interface with tabs for FLIGHT, RUNWAY ANALYSIS, ATC DATA, FILES, and EAPIS. The EAPIS tab is active, displaying a form for flight details. The form includes sections for GENERAL (Type, Departure, Destination, ETD Date, ETD Time, ETA Time), Aircraft Operator, 24/7 Contact, CBP Carrier Code, CREW (Name, Role, Documents), PASSENGERS (Name, Role, Documents), and a Review & Submit section.

Flight Editor Views



The Flight Summary displays performance data, flight advisories, and a map. The performance table includes columns for DIST, GCD, ETE, ETA, WIND, and FUEL. The flight advisories section shows a Destination NOTAM for Airport CLOSED. The map shows the flight path from KAH to KAH, with various waypoints labeled.

	DIST	GCD	ETE	ETA	WIND	FUEL
Destination	713 nm	663 nm	01:31	18:51Z	4H	4,705
WEIGHT (LB)	ACTUAL	LIMIT	FUEL	LB	TIME	
Basic weight	54,500	-	Taxi	400	-	-
Payload	400	6,000	Destination	4,705	01:31	-
ZFW	54,900	60,500	Alternate	0	00:00	-
Total fuel	7,555	44,200	Reserve	2,450	00:55	-
Ramp weight	62,455	100,000	Min required	7,555	02:26	-
Taxi fuel	400	-	Extra	0	00:00	-
TOW	62,055	99,600	Landing	2,450	-	-
Dest fuel	4,705	-	Total	7,555	02:26	-
LW	57,350	83,500				

Flight Summary

10.1 Flight Documents

Documents pertinent to the flight are available near the upper right corner of the flight summary. Selecting the **Navlog**, **Briefing**, or one of the **More** document buttons opens the applicable PDF in a new window.



Flight Document Buttons

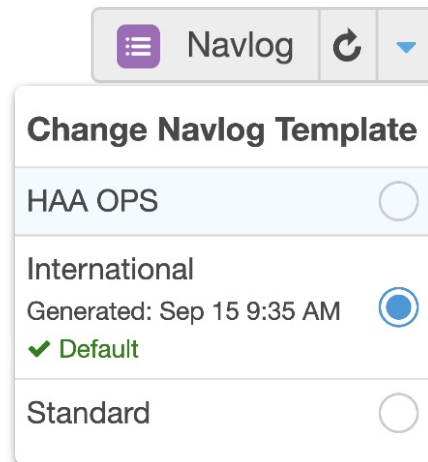
10. FLIGHT SUMMARY

10.1.1 Navlog

The Navlog button contains a dropdown menu for selecting a Navlog template. There are multiple default formats to choose from.

A **Navlog Builder** is available to administrators. Custom Navlog templates created with the Navlog Builder appear in the Navlog dropdown menu.

Click the down arrow to reveal the available Navlog templates. Select the desired format and click Navlog to generate a Navlog in the selected format.



Navlog Template Menu

Once a Navlog has been generated, a timestamp of when the Navlog was last generated is depicted in the dropdown menu. Click the refresh button to generate an updated Navlog using the latest information.

10.1.2 Briefing

A PDF weather briefing is generated by tapping the Briefing button. Briefings include a Navlog, observed and forecasted weather conditions, and a list of applicable NOTAMs in a traditional text-based format.



Once a briefing has been obtained, a refresh button is depicted allowing flight planners to regenerate the briefing with the latest weather information.

Some content of the briefing can be customized. Only administrators can change briefing settings. If you are an administrator, select **Settings > Planning Settings** to customize the briefing.

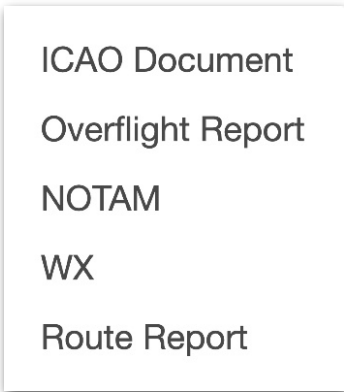
10. FLIGHT SUMMARY

10.1.3 More Documents

The **More** dropdown is used to access the ICAO, Overflight Report, NOTAM, Weather, and Route Report documents for the flight.

ICAO Document

A formatted PDF of the official ICAO flight plan for each flight can be viewed by clicking ICAO Document under the **More** dropdown list.

A screenshot of a dropdown menu titled 'More Documents Menu'. It contains five items: 'ICAO Document', 'Overflight Report', 'NOTAM', 'WX', and 'Route Report'.

ICAO Document
Overflight Report
NOTAM
WX
Route Report

More Documents Menu

Overflight Report

The Overflight Report lists FIR and national airspace overflights as well as overflight navigational fees for flights within EUROCONTROL administered airspace. Navigational fees are obtained from a 3rd-party source based on the route flown. The document is typically useful for checking you have the proper overflight permissions in place.

NOTAM

View all the NOTAMs that have been issued for the airport by selecting NOTAM from the More dropdown. NOTAMs are grouped according to their type, with sub-sections for Airport, Obstacles, TFR, and ARTCC NOTAMs.

WX

The WX document contains a list of applicable METAR and TAFs for all airports relevant to the flight, as well as AIRMET and SIGMETs for any FIRs that the flight transits.

Route Report

The Route Report is a PDF report that analyzes the route against the Jeppesen Airway Manual data and outputs all found airway restrictions and notes.

Note: Dispatch's Route Report does not yet comply with restrictions outside of the USA and Europe. As a result, it will be necessary to manually check your route against Middle Eastern, African, Asian, etc. airway constraints if applicable.

10. FLIGHT SUMMARY

10.2 Refreshing Flight Data

Dispatch will automatically refresh a flight's performance calculations every time you change the flight, even if that change doesn't directly impact the flight's performance, such as changing the selected destination FBO.

Dispatch will *not* automatically refresh performance calculations regularly if no changes are made to the flight. Flight information may become "stale" after a long period of time without changes.

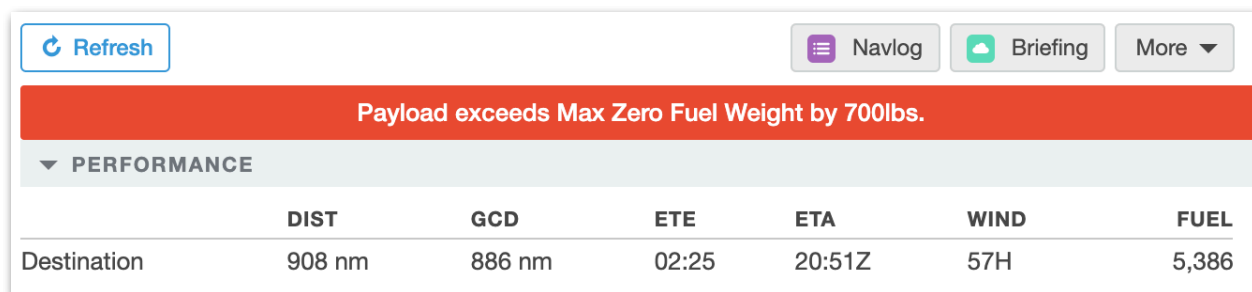
You can manually refresh the flight's calculations by clicking  **Refresh** to the left of the Flight Document buttons. Spinner animations may appear on the Route Map, Performance, and Refresh button while Dispatch is rerunning performance calculations to let you know that the refresh is occurring.

Note: Refreshing a flight will also refresh its documents. There may be a slight delay in loading a document immediately after the flight is refreshed.

If any part of the flight crosses EUROCONTROL-administered airspace, Dispatch will also re-validate the flight against EUROCONTROL rules whenever it refreshes the flight's performance calculations. EUROCONTROL validation often takes longer than performance calculations for long flights, so the EUROCONTROL Valid indicator in the page's footer will show a spinner animation while the route is still being validated.

10.3 Warning and Error Messages

The Flight Editor view will display warnings and errors when there are problems with your flight. The warnings and errors appear below the flight Document section on the right side of the Flight Editor.



The screenshot shows the Flight Editor interface. At the top, there is a 'Refresh' button on the left and 'Navlog', 'Briefing', and 'More' buttons on the right. Below these is a red warning banner that reads 'Payload exceeds Max Zero Fuel Weight by 700lbs.'. Underneath the banner is a section titled 'PERFORMANCE' with a dropdown arrow. Below this is a table with performance data.

	DIST	GCD	ETE	ETA	WIND	FUEL
Destination	908 nm	886 nm	02:25	20:51Z	57H	5,386

Flight Editor - Warning Message

10. FLIGHT SUMMARY

10.4 Performance

Below the Flight Documents is an expandable table containing detailed performance results for the flight. The top row shows flight performance to the airports in your route (including the destination airport and any alternates).

The lower-left table provides information about aircraft weight and compares the calculated weight values against each aircraft's weight limits. The lower-right table includes information about fuel quantities and their associated flight times. See below for definitions of each field.

▼ PERFORMANCE						
	DIST	GCD	ETE	ETA	WIND	FUEL
Destination	627 nm	576 nm	01:38	17:53Z	10T	1,567
WEIGHT (LB)	ACTUAL	LIMIT	FUEL		LB	TIME
Basic weight	8,340	-	Taxi		100	-
Payload	0	2,335	Destination		1,567	01:38
ZFW	8,340	10,675	Alternate		0	00:00
Total fuel	3,465	4,710	Reserve		480	00:21
Ramp weight	11,805	14,070	Additional / ETP		1,318	01:37
Taxi fuel	100	-	Min required		3,465	03:37
TOW	11,705	13,870	Extra		0	00:00
Dest fuel	1,567	-	Landing		1,798	-
LW	10,138	12,750	Total		3,465	03:37

Flight Editor - Performance Section

10. FLIGHT SUMMARY

10.4.1 Performance Definitions

DIST - Total flight distance based on the selected route

GCD - Great circle distance

ETE - Estimated time en route

ETA - Estimated time of arrival

Wind - Average wind component for selected routing (H - headwind T - Tailwind)

Fuel - Required fuel from Departure to Destination (No reserves)

Basic weight - The basic empty weight of the aircraft

Payload - Weight of people and cargo on board

ZFW - Zero fuel weight, the total weight of the aircraft before useable fuel is added.

Total Fuel - Total fuel, including reserves, required for flight

Ramp weight - Weight of the aircraft at engine start

Taxi Fuel - Estimated fuel required to reach the end of the departure runway and from the end of the destination runway to parking.

TOW - Takeoff weight. The estimated weight of the aircraft at the beginning of the takeoff run.

Dest fuel - Required fuel from departure to the destination (no reserves)

LW - Landing weight. The estimated weight of aircraft at touchdown.

Taxi - Estimated fuel required to reach the end of the departure runway and from the end of the destination runway to parking.

Destination - Required fuel from departure to the destination (no reserves)

Alternate - Fuel required to reach an alternate airport

Reserve - Total calculated reserve fuel

Additional / ETP - Additional fuel required for diversionary ETP airports

Min required - Minimum legal fuel required (based on flight rules)

Extra - Additional fuel after alternate reserves

Landing - Fuel remaining at destination (total of reserves and alternate fuel)

Total - Total fuel required for the trip.

10. FLIGHT SUMMARY

10.5 Flight Advisories

Below the performance section is an expandable Flight Advisories section. Flight Advisories are displayed when the following forecasted conditions exist along your route of flight:

- Low IFR conditions (destination or departure METAR/TAF)
- Moderate to severe turbulence
- Runway or airport closures
- Hazardous field conditions as a result of snow or ice
- W&B limit exceeded
- Runway analysis failure on all runways (takeoff or landing)

▼ FLIGHT ADVISORIES

2 Items

 **Low IFR Weather @ KHOU**
[View Forecasts](#)

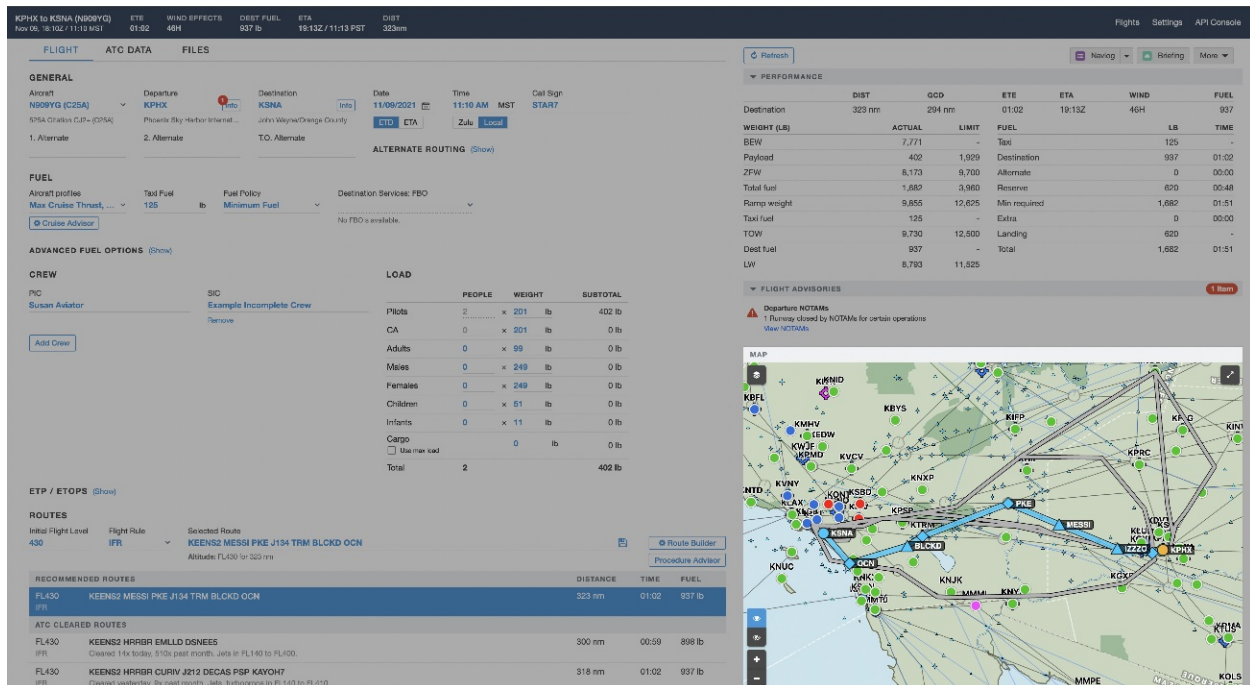
 **Departure NOTAMs**
Runway Closed 17/35
[View NOTAMs](#)

Low IFR and Departure NOTAM Flight Advisories

10. FLIGHT SUMMARY

10.6 Route Map

An interactive map is located near the lower-right corner of the Flight Editor. The map can display additional charts, fuel prices, weather information, live traffic, and suggested routes for the planned flight. To make the map larger, tap  near the top-right corner of the map. Click the button again to return the map to its original size. The map will automatically recenter on your route each time you resize it.



Interactive Map

10.6.1 Suggested Routes

Suggested routes for the departure and destination airport are shown on the map by default. The selected route is highlighted blue with icons and labels next to the waypoints that define the route.

Suggested routes are depicted with a solid gray line. Click a suggested route on the map to select it as the active route. Suggested routes can be hidden by clicking the **Show/Hide** suggested routes button.



10. FLIGHT SUMMARY

10.6.2 Map Layers

The layer selector button  in the top-left corner of the map displays the map layer menu. The menu is used to overlay charts, traffic, fuel prices, and weather information on the map. The layer menu is grouped into sections. Each section can only display one selection at a time with the exception of the AIR/SIGMETs/CWAs, TFRs, and Traffic section.

LAYERS	MAP SETTINGS
MAPS	LAYERS
☒ Aeronautical	☐ Winds Aloft
☐ Street map	☒ Radar (Composite)
☐ Satellite	☐ Radar (Lowest Tilt)
☐ U.S. IFR (planning)	☐ Enhanced Satellite
☐ U.S. IFR (ocean)	☐ Color IR Satellite
☐ U.S. VFR (flyway)	☐ Icing (US)
☐ Carib/Mexico (low)	☐ Icing (Global)
☐ Carib/Mexico (high)	☐ Turbulence (US)
☐ U.S. Helicopter	☐ Turbulence (Global)
☐ Heli Gulf VFR	☐ Surface Analysis
☐ Heli Gulf IFR	☐ AIR/SIGMETs/CWAs
	☐ TFRs
	☒ Traffic
	☐ Flight Category
	☐ Surface Winds
	☐ Dewpoint Spread
	☐ Temperature
	☐ Visibility
	☐ Ceiling
	☐ Sky Coverage
	☐ Lightning
	☐ Fuel: 100LL
	☐ Fuel: Jet A

Map Layer Menu

LAYERS	MAP SETTINGS
GENERAL	
Map Theme	Light ☐ Dark ☒
AERONAUTICAL	
Airports	▼
Airspace	▼
Airways	▼
Military Tracks	▼
Oceanic Tracks	▼
ARTCC / FIR	▼

Map Settings Menu

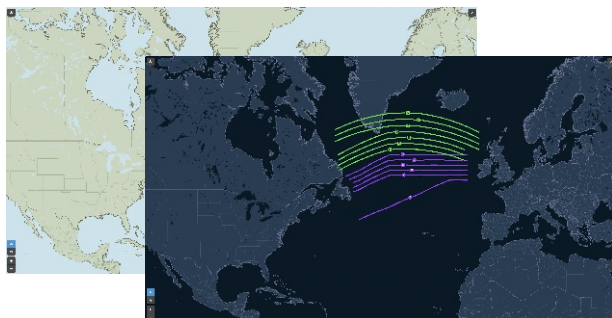
10.6.3 Map Settings

The Aeronautical map can be customized by selecting **Map Settings** from the top of the layer selector menu. Map settings are stored with your browsers' cookies.

If map settings do not persist between visits using the same computer, ensure internet cookies are *not* blocked for www.dispatch.foreflight.com in your browser.

10. FLIGHT SUMMARY

Map Theme customizes the appearance of the base-map.



Light and Dark Mode

Airports controls which types of airports are displayed on the map when the Aeronautical Map layer is active. Airports are filtered automatically as the map is zoomed out.

Airspace controls the type of airspace depicted on the map. Airspace is filtered automatically as the map is zoomed out.

Airways controls if high or low airways and their corresponding navigational aids are depicted on the map.

Military Tracks (*US MFB Only*) allows flight planners to depict aerial refueling and military training routes on the map.

Oceanic Tracks control if the NAT, PAC, or AUS oceanic tracks are depicted on the map. Tracks can be filtered by their direction of flight with the **East** and **West tracks** toggles.

ARTCC / FIR controls if Flight Information Region (FIR) and Upper Information Region (UIR) boundaries are depicted on the map. FIR and UIR cover large areas. The map may need to be zoomed out to view FIR or UIR when enabled.

LAYERS

MAP SETTINGS

GENERAL

Map Theme

LightDark

AERONAUTICAL

Airports

☒ Heliports

☒ Private Airports

☐ Seaplane Bases

Airspace

☒ Controlled Airspace

☒ SUA/MOA

☐ TRSA

☐ Class E

☐ MODE C

☐ ADIZ

Airways

☐ Off

☐ Low

☒ High

Military Tracks

AR

☒ Aerial Refueling Tracks

MTR

☒ Instrument Routes

☐ Visual Routes

☐ Slow Routes

Oceanic Tracks

West tracks

OffOn

East tracks

OffOn

☒ NAT

☐ PAC

☐ AUS

ARTCC / FIR

☐ Off

☒ FIR

☐ UIR

☐ FIR + UIR

Map Settings

10. FLIGHT SUMMARY

10.6.4 Route Editing on the Map

The selected route (highlighted in blue) can be edited on the map using drag and drop, also referred to as rubber-banding. To edit the selected route:

1. Hover the cursor over the selected route until the green plus symbol  appears.
2. Click and hold the left mouse key.
3. Drag the route line to the desired location.
4. Release the left mouse key.
5. Select the coordinates or a waypoint from the Add to Route pop-up menu.
6. Repeat steps 1-5 as needed.



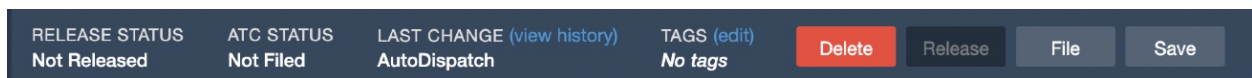
Drag and Drop Route Editing

10. FLIGHT SUMMARY

10.7 Flight Status Bar

The Flight Status Bar contains information about the flight's current status and buttons to change the status. The left side of the footer shows when the flight was released, whether the flight was filed, and the last action taken on the flight by a user in Dispatch. Select ([view history](#)) next to Last Change to see the flight's change log.

The buttons on the right side allow you to *Save* the flight, *Release* the flight to crew members, *File*, *Amend*, or *Cancel* the flight.



Flight Status Bar

10.7.1 Saving Flights

Dispatch allows you to save new flights and changes made to existing flights using the [Save](#) button in the bottom-right of the Flight Status Bar.

Note: If you create a new flight and leave the page before selecting **Save**, the flight will not appear in the Flights List and all details of the flight will be lost. New flights only appear on the Flights List *after* they have been saved.

If you make changes to an existing flight and leave the page before saving it, those changes will not be applied. Dispatch will display a confirmation message when you try to leave the Flight Editor if there are unsaved changes to the flight.

Click **Cancel** to stay on the page or click **Leave** to leave the page, and discard your changes. Saving a flight that has not been released to crew members will not release the flight, but saving a flight that **has** been released will cause the flight's details and documents to update on crew members' devices.

10. FLIGHT SUMMARY

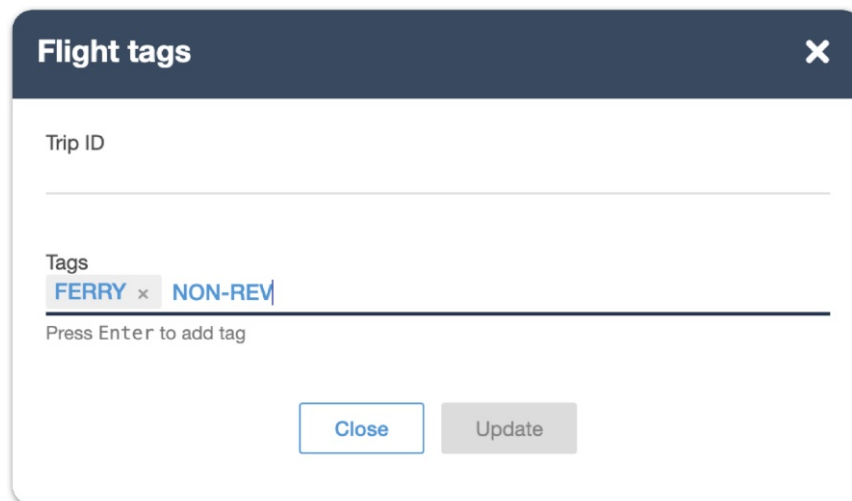
10.7.2 Tags

Tags provide a method for quickly identifying flights with similar characteristics. For example, non-revenue, customer flights, training flights, etc. When a new tag is created, it is automatically saved and available for others to choose. Tags can be added by anyone on the account. Each flight can have multiple tags. Tags support letters, numbers, and special characters. Tags are displayed on the Flight Status Board and the Navlog.

Individual tags have a 24 character limit. A maximum of 5,000 tag characters is supported per account. Tags which are not used for 60 days are automatically removed. Tags cannot be manually deleted.

To create a flight tag:

1. Enter a destination and departure airport.
2. Select **(edit)** from the Tags section (bottom of the screen).
3. Add tag(s) followed by the **Enter** key.
4. Select **Update** when complete.

A screenshot of a mobile application interface showing a 'Flight tags' modal window. The window has a dark blue header with the title 'Flight tags' and a close button (X). Below the header, there is a 'Trip ID' label and a text input field. Underneath, there is a 'Tags' label and a text input field containing the tags 'FERRY' and 'NON-REV'. Below the tags input field, there is a prompt 'Press Enter to add tag'. At the bottom of the modal, there are two buttons: 'Close' and 'Update'.

Flight Tags

Once a tag has been created, it is available to select from the tag dropdown menu on subsequent flights. Flight tags are automatically copied to subsequent flights when the **Next Flight** option is used. Flights can be filtered and searched using tags on the **Flight Status Board**.

10. FLIGHT SUMMARY

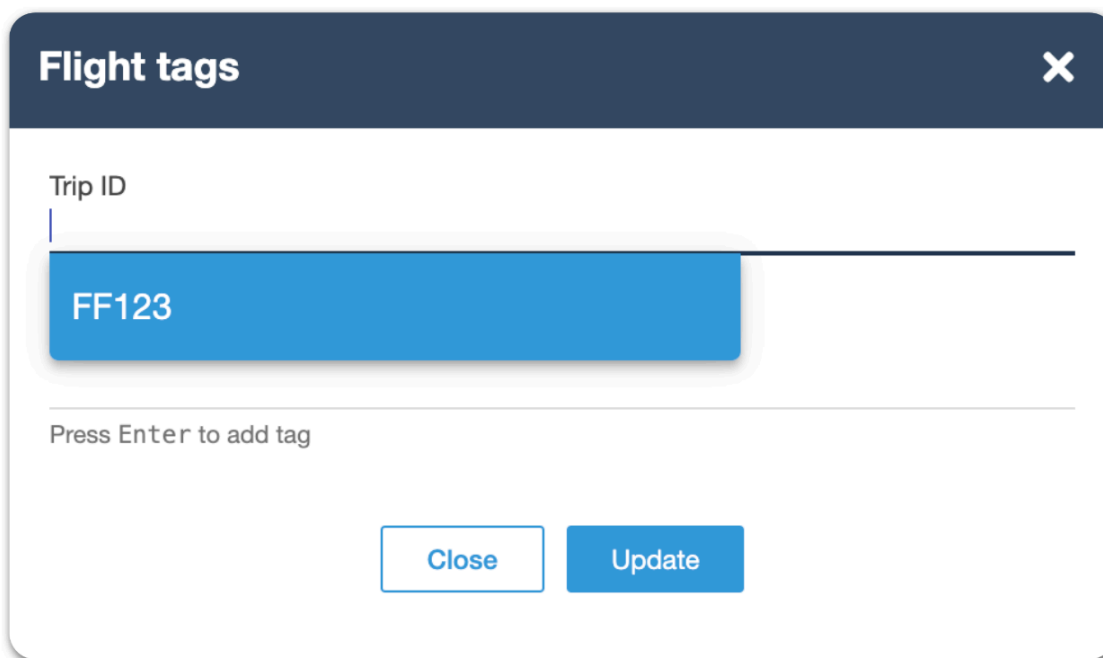
10.7.3 Trip ID

Trip ID provides a method for grouping flights within a trip. Trip ID supports letters, numbers, and special characters. Trip ID is a user-generated value that is manually entered. Trip IDs are displayed on the Flight Status Board and the Navlog.

To add a Trip ID:

1. Enter a destination and departure airport.
2. Select **(edit)** from the Tags section (bottom of the screen).
3. Enter a Trip ID or select an existing Trip ID from the list.
4. Select **Update** when complete.

Once a Trip ID is created, it is available to select on subsequent flights. Trip ID is automatically copied to subsequent flights when the **Next Flight** option is used. Flights can be filtered or searched using the Trip ID on the **Flight Status Board**.



Flight tags

Trip ID

FF123

Press Enter to add tag

Close Update

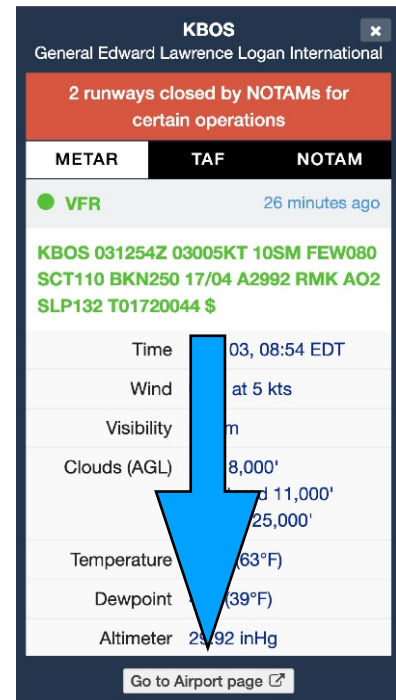
Trip ID

AIRPORT INFORMATION

The Airport view in the Flight Editor provides detailed information about any airport in the world on a single, scrollable page.

To access the Airport view, click the [Info](#) button next to any airport identifier to reveal an airport pop-up. Click at the bottom of the [Go to Airport page](#) pop-up. The airport's information page will open in a new browser tab.

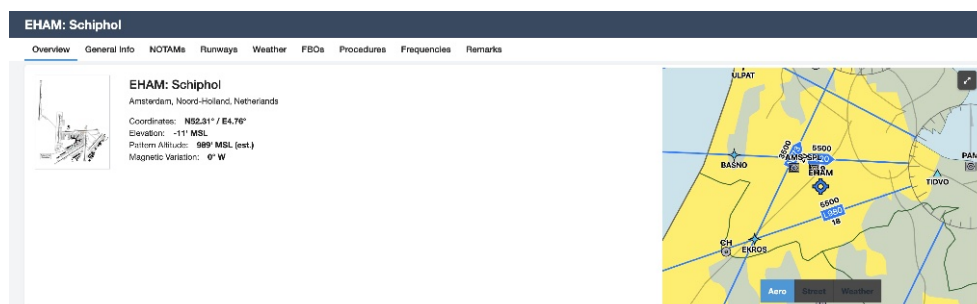
At the top of the Airport View is a toolbar of buttons allowing you to navigate directly to a specific section. A blue underline indicates which section is being viewed. Scroll up or down on the page to move from section to section, or use the toolbar buttons to navigate more quickly.



11.1 Overview

The Overview section of the Airport view contains basic location information such as city, state/province, geographic coordinates, pattern altitude, and magnetic variation. On the left is a thumbnail of the airport diagram that you can click to expand. Click the thumbnail again or the expanded diagram to minimize it.

On the right is an interactive map that allows you to overlay different maps and weather layers on top of the airport's terminal area. By default, this map will show ForeFlight's Aeronautical Map. Click the **Street** button at the bottom of the map to overlay a street map, or click the **Weather** button to overlay the Composite Radar layer. Click  to expand and minimize the map.



Airport Info - Overview

11. AIRPORT INFORMATION

11.2 General Info

The General Info section provides detailed information about the airport's navigation features, FIR/ARTCC, Flight Service operators, operation hours, available fuel types, customs availability, manager, owner, and airport contact details.

KAMA: Rick Husband Amarillo International

Overview

General Info

NOTAMS

Runways

Weather

FBOs

Procedures

Frequencies

Remarks

GENERAL INFO

Features

TypeAIRPORTOperating HoursAll day, every dayIAPs AvailableYesFuel100LL, Jet A-1+, 100LL, Jet A-1, BMagnetic Variance6° ETime ZoneAmerica/ChicagoSectionalDallas-Ft. WorthTransition Altitude (MSL)18000FIR/ARTCCAlbuquerque (ZAB)Customs AvailableADCUSFlight ServiceFort Worth (FTW)Airport of EntryYesElevation3607' MSLCircuit altitude4,607' MSL (est.)

Manager

Michael Conner10801 Airport BlvdAmarillo, TX 79111(806) 335-1671

Owner

City of AmarilloPO BOX 1971AMARILLO, TX 79105(806) 378-3000

Airport Info - General Info

11.3 NOTAMS

The NOTAMS section depicts past, current, and future airport NOTAMS. Dispatch divides NOTAMS according to their type, with sub-tabs for Airport, Obstacles, ARTCC, and TFR NOTAMS. If enough NOTAMS of a single type are available, the NOTAMS section becomes a scrollable view with a scrollbar on the right.

KAMA: Rick Husband Amarillo International

Overview

General Info

NOTAMS

Runways

Weather

FBOs

Procedures

Frequencies

Remarks

NOTAMS

AIRPORT

OBSTACLES

ARTCC

TFR

Future

T

Taxiway P5, taxiway P NORTH HOLD PAD closed. 23 OCT 13:00 2019 UNTIL 25 OCT 22:00 2019. CREATED: 22 OCT 17:00 2019

Effective: Oct 23 8:00 AM CDT

Expires: Oct 25 5:00 PM CDT

T

Taxiway P between taxiway P4 AND taxiway P5 closed. 23 OCT 13:00 2019 UNTIL 25 OCT 22:00 2019. CREATED: 22 OCT 17:01 2019

Effective: Oct 23 8:00 AM CDT

Expires: Oct 25 5:00 PM CDT

Today

Run

Runway 13/31 closed. 22 OCT 12:00 2019 UNTIL 25 OCT 22:00 2019. CREATED: 18 OCT 20:55 2019

Effective: Oct 22 7:00 AM CDT

Expires: Oct 25 5:00 PM CDT

T

Taxiway K, K1, K2, K3, K4, K5, K6 closed. 22 OCT 12:00 2019 UNTIL 25 OCT 22:00 2019. CREATED: 18 OCT 20:55 2019

Effective: Oct 22 7:00 AM CDT

Expires: Oct 25 5:00 PM CDT

T

Taxiway P1, P SOUTH HOLD PAD, P2 SIGNS light out of service. 22 OCT 04:34 2019 UNTIL 25 OCT 22:00 2019 ESTIMATED. CREATED: 22 OCT 04:34 2019

Effective: Oct 21 11:34 PM CDT

Expires: Oct 25 5:00 PM CDT

T

Taxiway P1, P SOUTH HOLD PAD, P2 EDGE light out of service. 22 OCT 04:33 2019 UNTIL 25 OCT 22:00 2019 ESTIMATED. CREATED: 22 OCT 04:33 2019

Effective: Oct 21 11:33 PM CDT

Expires: Oct 25 5:00 PM CDT

T

Taxiway P SIGNS between taxiway P1 AND taxiway P3 light out of service. 22 OCT 04:31 2019 UNTIL 25 OCT 22:00 2019 ESTIMATED. CREATED: 22 OCT 04:31 2019

Effective: Oct 21 11:33 PM CDT

Expires: Oct 25 5:00 PM CDT

Airport Info - NOTAMS

11. AIRPORT INFORMATION

11.4 Runways

The Runways section depicts detailed information about each runway at the airport. The diagram on the left depicts the runway's orientation, dimensions, surface material, and condition. To the right are two columns with information about each runway, including glideslope indicators, displaced threshold, lighting types, and touchdown elevation.

KAMA: Rick Husband Amarillo International

Overview

General Info

NOTAMs

Runways

Weather

FBOs

Procedures

Frequencies

Remarks

13,502' x 200'

Concrete

Good condition

04

Glidescope indicator

4-light PAPI on left
(3° glide path)

40°M

Heading

Appr. lightning

Edge lightning

Elevation (Touchdown)

MALSIR: Medium-Intensity Approach Lighting System with Runway Alignment Indicator Lights

High intensity

3,606.5 ft

22

Glidescope Indicator

4-light PAPI on left
(3° glide path)

Displaced threshold

Heading

Appr. lightning

Edge lightning

Elevation (Touchdown)

MALSIR: Medium-Intensity Approach Lighting System with Runway Alignment Indicator Lights

High intensity

3,606.6 ft

7,901' x 150'

Concrete

Good condition

13

Glidescope indicator

4-light PAPI on left
(3° glide path)

131°M

Heading

Appr. lightning

Edge lightning

Elevation (Touchdown)

None

High intensity

3,603.3 ft

31

Glidescope Indicator

4-light PAPI on left
(3° glide path)

Displaced threshold

Heading

Appr. lightning

Edge lightning

Elevation (Touchdown)

None

High intensity

3,601.0 ft

Airport Info - Runways

11.5 Weather

The Weather section shows the airport's latest METAR with color-coded flight categories and plain English weather information. If supported at the airport, the latest Digital ATIS (D-ATIS) and TAF with flight category and weather information for each forecast period is provided.

KAMA: Rick Husband Amarillo International

Overview

General Info

NOTAMs

Runways

Weather

FBOs

Procedures

Frequencies

Remarks

WEATHER

METAR

10m ago

VFR

KAMA 221633Z 16011KT 10SM R04/3500VP6000FT CLR 16/M06 A3024 RMK AO2 SLP225 T01561061

Time

11:53 AM CDT

Wind

160° at 11kts

Visibility

10 sm

Clouds

0'

KAMA TAF

5h 43m

221120Z 2212/2312 13005KT P6SM FEW250

FM221700 18008KT P6SM FEW250

FM222000 20011KT P6SM FEW250

7:00 AM CDT (Current)

Flight Category

Wind

Visibility

Clouds

Expires

130° at

Few 250

12:00 PM

Airport Info - Weather

11. AIRPORT INFORMATION

11.6 FBOs

The FBOs page lists Fixed Based Operators providing services at the airport. A summary of each FBO's fuel prices, phone number, and radio frequency is shown by default. Click the **Show More** button beneath each summary to view more detailed information such as an FBO-provided description, address, contact information, services, amenities, and supported payment methods. Click **Show Less** beneath the expanded details to minimize them.

KAMA: Rick Husband Amarillo International

Overview

General Info

NOTAMS

Runways

Weather

FBOs

Procedures

Frequencies

Remarks

FBOs

Aircraft Rental / Flight Schools

Coyote Flight Centers

(806) 335-9763

Show more

FBO

TAC Air

(806) 335-2806

122.95 UNICOM

Show more

TAC Air

JFX Jet-A \$4.69

JFX Jet-A \$4.79

JFX Jet-A+ \$4.73

Jet-A Plus \$4.99

100LL Full \$5.94

Show more

Aircraft Maintenance / Services

English Field Aviation

(806) 322-1971

Show more

Tradewind Turbines Corp

(806) 335-1400

Show more

Airport Info - FBOs

Note: If you have a linked JetFuelX account with contract fuel membership pricing available at an FBO, your lowest contract fuel prices for each fuel type offered at that FBO are listed beside an orange **JFX »** indicator. Any price tiers associated with your contact fuel membership are also listed in the expanded FBO details.

11.7 Procedures

The Procedures section provides links to terminal procedures for the airport. Click on a procedure name to view the plate in PDF format in a new browser tab. Plates can be printed and downloaded after opening them in a new tab.

KAMA: Rick Husband Amarillo International								
Overview	General Info	NOTAMS	Runways	Weather	FBOs	Procedures	Frequencies	Remarks
PROCEDURES								
Airport		Approach			Arrival		Departure	
Airport Diagram		Hi-vor Or Tacan Rwy 22					Alternate Minimums	
Foreflight Diagram		Hi-vor/dme Or Tacan Rwy 04					Radar Minimums	
		Hi-vor/dme Or Tacan Rwy 13					Takeoff Minimums	
		Hi-vor/dme Or Tacan Rwy 31						
		Its Or Loc Rwy 04						
		Lda/dme Rwy 22						
		Ndb Rwy 04						
		Rnav (Gps) Y Rwy 04						
		Rnav (Gps) Y Rwy 13						
		Rnav (Gps) Y Rwy 22						
		Rnav (Gps) Y Rwy 31						
		Rnav (Rnp) Z Rwy 04						
		Rnav (Rnp) Z Rwy 13						
		Rnav (Rnp) Z Rwy 22						
		Rnav (Rnp) Z Rwy 31						

Airport Info - Procedures

11. AIRPORT INFORMATION

11.8 Frequencies

The Frequencies section provides a comprehensive list of airport frequencies and corresponding phone numbers grouped by frequency type.

FREQUENCIES					
Approach		Clearance		Departure	
Norfolk Approach - 010° - 080° 180° - 310°	118.9	Norfolk Clearance Delivery	118.5	Norfolk Departure	125.2
Emergency		Flight Service		Ground	
Emergency	121.5	Flight Service (R) - Leesburg 24H, receive only	122.1 (800) 992-7433	Norfolk Ground	121.9
Other		Tower		Weather and Advisory	
Norfolk CLASS C - 010° - 080° 180° - 310°	118.9	Norfolk Tower - 24H	120.8	ASOS	(757) 460-9348
Norfolk CLASS C - 311° - 009°	126.7			ATIS	127.15
Radar	119.6				(757) 464-1390
Radar	124.825				

Airport Info - Frequencies

11.9 Remarks

The Remarks section contains important information about the airport as found in the FAA's Chart Supplement (A/FD). These can include information concerning aeronautical facilities, service and maintenance availability, procedures or hazards, and other knowledge considered essential for the safe and efficient operation of aircraft at that airport.

REMARKS

- Noise abatement procedures in effect.
- Flocks of birds on & in vicinity of airport.
- Intmt airfield mowing operations mar - nov.
- Crane obstn (asn 2019-aea-2059nra) dist. .4nm NW of airport cntr, 159 ft. amsl / 139 ft. AGL - flagged and lighted
- Manager's phone: Police dispatch.
- Runway 05 controlling object clearance slope: Approach ratio 50:1 to dsplcd thr.
- Runway 14 controlling object clearance slope: Approach ratio 26:1 to dsplcd thr.
- Runway 23 +1' fnc 80' fm runway end 400' r 10' fcn 0-200 270' l

Airport Info - Remarks

SETTINGS

Account administrators can customize Dispatch by selecting Dispatch from the sidebar, Settings from the toolbar, and then one of the six options from the tabs near the top of the view.

The screenshot shows the 'Settings' tab selected in the top navigation bar. Below it, the 'PLANNING SETTINGS' tab is active. The 'UNITS/TIME SETTINGS' section is expanded, showing three settings: 'Date format' (US format: Month/Day/Year selected), 'Runway length' (Feet selected), and 'Time zone format' (Time zone local names selected).

Setting	Description	Options
Date format	Determines what date format is used on Dispatch	☒ US format: Month/Day/Year ☐ International format: Day/Month/Year
Runway length	Determines what unit is used to display the runway length	☒ Feet ☐ Meters
Time zone format	The time zone format determines if local times are described using local time zone names such as EDT, CDT and CEST or described using an offset from GMT such as GMT+3	☒ Time zone local names ☐ Time zone offsets

Dispatch - Settings

12.1 Planning Settings

The Planning Settings tab contains settings that affect flight planning. Select **Settings > Planning Settings** and scroll to the appropriate section to modify Dispatch's flight planning behavior.

12.1.1 Units/Time Settings

Settings that affect how runway length and date and time are displayed are in the **Settings > Planning Settings > Units/Time Settings** section.

- **Date format** specifies the formatting for date and time within Dispatch. Choose between the US or International format.
- **Runway Length** specifies the unit of measure for runway length. Choose between feet or meters.
- **Time zone format** determines if local times are described using local time zone names such as EDT, CDT, and CEST or described using an offset from GMT such as GMT+3. Choose between local names or offset.

12. SETTINGS

12.1.2 Email

Email settings affect how email is sent and received.

- **Organization Email** - The Organization Email setting allows flight planners to specify a reply-to email address that is used for replying to emails sent from Dispatch. A reply email will only be available for flights created after the address was specified.
- **Use Organization email as Flight Watcher** - This setting adds the email address associated with the Dispatch account to the Flight Watcher list for all flights. See [Flight Watcher](#) for additional information.

12.1.3 Weather

Weather settings affect what weather information is included in the briefing.

- **En-route airport METAR/TAF** controls if the briefing should include METARs and TAFs for automatically selected en-route airports along the route of flight. Choose between On, Off, or Auto.
 - **Off** disables en route METARs and TAFs for all flights.
 - **On** enables en route METARs and TAFs for all flights.
 - **AUTO** only includes METARs and TAFs for low altitude flights (cruise altitude of FL180 or below).
- **Significant weather chart** controls if *only* the most relevant significant weather chart based on ETD of a flight should be included or if an *extra* chart for +6 hours later should be added.
- **Extra wind chart altitudes** controls if the briefing should include two additional wind charts for altitudes above and below the flight's final cruise altitude.

12. SETTINGS

12.1.4 NOTAMS

NOTAM settings control which NOTAMs are included in a briefing.

- **En-route airport NOTAM** controls if the briefing should include airport NOTAMs which are within *25nm* of the route centerline. Select **OFF** to disable en route airport NOTAMs for *all* flights. Select **ON** to enable airport NOTAMs within 25nm of the route centerline for all flights.
- **FIR NOTAM** controls if the briefing should include Flight Information Region (FIR) NOTAMs for all en-route FIRs.

Note: NOTAMs and METAR/TAFs are automatically selected if the corresponding airport has at least one runway longer than the minimum runway length for the selected aircraft.

12. SETTINGS

12.1.5 Other Documents

The Other Documents settings control which documents are included in the briefing.

- **Jeppesen Airway Manual Analysis (JAM)** shows all relevant airway restrictions and notes based on your route of flight. Choose between On, Off, and Auto.
 - **Off** - Disables the JAM analysis for all flights.
 - **On** - Enables the JAM analysis for all flights.
 - **AUTO** - Only includes the JAM analysis for flights that are fully or partially outside of North America, Europe, and the North Atlantic region.
- **Organized Track Messages** controls if organized track messages should be included in the briefing for oceanic flights. Choose between Off or direction(s) of flight. Dispatch will automatically limit these messages to the track system most relevant for the flight (e.g., NATS, PACOTS, or AUSOTS). No message will be included if the flight does not intersect any of these track systems.
- **ICAO Flight Plan** controls if a PDF version of the ICAO flight plan should be included in the briefing package.
- **Overflight Report** controls if an overflight report should be included in the briefing package.

12.1.6 FMS

FMS Uplink/Recall specifies if uplink and recall number generation should occur each time a flight is saved, or after the flight has been filed or released. Once a recall number is generated, it is incremented if any of the following have changed:

- Tail number
- Departure
- Destination
- Route

12. SETTINGS

12.1.7 RAIM

RAIM settings control the default RAIM analysis type.

RAIM Analysis

RAIM outage prediction analysis.

- ☐ Basic United States Only
- ☒ Basic United States, Advanced Internationally
- ☐ Advanced for all flights

Settings - RAIM Analysis

RAIM Analysis offers flight planners the ability to specify a Basic or Advanced RAIM analysis based on the region of flight. The advanced RAIM analysis produces an advanced RAIM availability report in the briefing.

- **Basic United States Only** predicts RAIM availability for domestic US flights using FAA data. With this option selected, international flights will not include RAIM availability results. This option is the recommended setting for US-only operators.
- **Basic United States, Advanced Internationally** predicts RAIM availability for US domestic flights using FAA RAIM prediction tools and a 3rd party RAIM prediction tool for international flights. For global operators requiring RAIM availability, this is the recommended setting.
- **Advanced for all flights** predicts RAIM availability for all flights with a 3rd party RAIM prediction tool.

Global RAIM Prediction for KIAH — KSDL (June 23, 2021) in N512FA						Created Jun 23 2021 1838Z	
Departure	Destination	ETD	ETA	Status			
KIAH	KSDL	17:50 CDT / 2250Z	17:53 MST / 0053Z	No Outages Predicted			
SCENARIO		CONFIGURATION					
Aerodrome Prediction Offset ETO		-15m	Receiver	C129			
Aerodrome Prediction Duration		2h00m	Algorithm	FD			
Almanac		115 503808	Barometric Aiding	On			
NANUs		2021033	Mask Angle	5°			
GNSS		GPS	Selective Availability	Aware			
Aerodromes							
AIRPORT		NAME	ETO	SCENARIO	INTEGRITY LEVEL	OUTAGES	
Departure	KIAH	GEORGE BUSH INTCNL/HOUSTON	2021-06-23 22:50Z	22:35Z - 00:35Z	TERMINAL (RNP 1.00)	OUTAGE	DURATION
Destination	KSDL	SCOTTSDALE	2021-06-24 00:53Z	00:38Z - 02:38Z	NPA (RNP 0.30)	No Outages Predicted	
Alternate	KPHX	PHOENIX SKY HARBOR INTERNATIONAL	2021-06-24 00:57Z	00:42Z - 02:42Z	NPA (RNP 0.30)	No Outages Predicted	
Routes							
Destination (KSDL)							
JCT1 JCT PEQ ALIBY SSO SUNSS8							
No Outages Predicted							
Alternate (KPHX)							
PXR							
No Outages Predicted							

Advanced RAIM Availability Report

12. SETTINGS

12.1.8 Average Weights

Average weights specify the default weight for passengers and crew.

Simple People Planning

- **Adult average weight** specifies the default average weight for people when planning with a simple load.

Specific People Planning

- **Crew and passenger average weights** specifies the default average weights for men, women, children, and crew when planning with a specific load.

12.1.9 Release

- **Release mode** controls if the crew should be allowed to change and update the flight on ForeFlight Mobile.
- **Lock release mode** controls if Dispatchers can change the release mode.
- **Require organization login to view release email attachments** controls whether flight attachments can be accessed without requiring a login. **On** gives the highest protection, but requires your crew to access flight attachments through ForeFlight Mobile or authenticated into ForeFlight Dispatch. When the setting is **Off**, the attachments can be accessed without authentication through the release e-mail. This is helpful for ad-hoc pilots that may not have FFM, but provides less security.
- **Require organization login to view release email briefing** controls whether the flight briefing can be accessed without requiring a login. **On** gives the highest protection, but requires your crew to access flight briefing through ForeFlight Mobile or authenticated into ForeFlight Dispatch. When the setting is **Off**, the briefing can be accessed without authentication through the release e-mail. This is helpful for ad-hoc pilots that may not have FFM, but provides less security.

Note: Flights planned in ForeFlight Mobile do not trigger operational rules. For example, the alternate airport operational rule will not be applied until the tail number, aircraft type, destination airport, or departure airport (condition) is selected in Dispatch. It may be necessary to deselect and then select the condition in Dispatch for the operational rule to be triggered.

12. SETTINGS

12.1.10 Features

Preview features enables upcoming features on ForeFlight Dispatch. Features in preview will be marked to indicate they have not yet been made generally available.

12.2 AutoDispatch

AutoDispatch customizes how flights are updated and released.

12.2.1 Auto Refresh Settings

Auto refresh updates performance data, weather briefings, and Navlog calculations based on the settings below. Refreshing flights helps ensure the fuel requirements, briefings, and Navlog are up to date.

- **Auto Refresh** updates released flights departing within the next 24 hours. Flights are refreshed periodically as new weather data becomes available.
- **Stop Refresh** is only available if Auto Refresh is On. Stop refresh specifies how many hours prior to estimated time of departure Dispatch stops Auto Refreshing the flight. Default is 1 hour.

Note: Auto refresh does not change a flight's route.

12.2.2 Auto Release Settings

- **Auto Release** automatically releases all flights with a specified PIC and licensed aircraft.
- **Release at** is only available when Auto Release is On. It specifies how many hours prior to the estimated time of departure Dispatch will release the flight. Default is 1 hour.

Note: If using FMS uplink, a recall number is generated either when the flight is saved or released/filed based on the **FMS Uplink/Recall** settings. If the flight's tail number, departure, destination or route are changed, the recall number is automatically incremented and depicted on the new Navlog.

12. SETTINGS

12.2.3 Auto Route Settings

- **Auto Routing** automatically assigns an optimized route to new flights that do not yet have a route when enabled.
- **Start optimizing at** is only available when Auto Routing is On. It specifies how many hours prior to ETD Dispatch will start generating optimized routes for a flight. Default is 24 hours.

12.3 Operational Rules

Operational rules allow administrators to define automated actions based on certain flight conditions. An example of an operational rule is specifying KLGA as the default alternate airport when planning flights to KTEB.

Create a new rule [X]

Set rule parameters

Rule Type Rule Name

Select... [X] Enabled

▼ is Remove

AFTN address

Alternate

Avoid Country

Avoid Custom Shape

Avoid FIRs

Avoid controlled airspace

Avoid restricted airspace

Collision

Cancel Add Rule

Creating an Operational Rule

12. SETTINGS

12.3.1 Adding Operational Rules

To add an operational rule, select **Settings > Operational Rules > Add Rule**. Choose the appropriate rule type from the dropdown menu. Rule type definitions are found later in this section. Provide a name for your rule to make remembering the purpose of the rule easier.

Every rule consists of a rule type, condition(s), and result. After choosing a rule type, specify the conditions to which the rule will apply. Conditions can be tail numbers, aircraft types, departure airports, destination airports, airspace, and more. Multiple conditions can be combined within a single operational rule by selecting [+ Add condition](#).

With your rule type and conditions specified, select the result. For example, *if* Destination is KPHX and Aircraft Type is C510, *then* set Fuel Policy to Maximum Fuel. New rules are enabled by default. Disable a rule with the checkbox in the upper-right corner.

The screenshot shows a 'Create a new rule' dialog box with a dark blue header and a close button (X). The main area is titled 'Set rule parameters'. It includes a 'Rule Type' dropdown set to 'Destinati...' and a 'Rule Name' field containing 'Automatic FBO Selection'. To the right of the rule name is an 'Enabled' checkbox which is checked. Below this, there are two conditions: 'If Destination is KPHX' (with a subtext 'Phoenix Sky Harbor International') and 'If Aircraft type is C510' (with a 'Remove' link). A '+ Add condition' link is also present. The 'Then' section shows 'Set Destination FBO to Cutter Aviation PHX' with a dropdown arrow. At the bottom, there is a 'Rule preview' section that reads: 'If Destination is KPHX and Aircraft type is C510 then set Destination FBO to Cutter Aviation PHX'. At the very bottom are 'Cancel' and 'Add Rule' buttons.

Operational Rule Preview

Note: Deleting operational rules will not change any previously saved flights. It only prevents the rule from being applied in the future.

12. SETTINGS

12.3.2 Operational Rule Triggers

Specific flight planning actions prompt operational rules to be evaluated. If an operational rule is not triggered by a specific action, it cannot be applied.

Operational rules triggers vary by rule type. Operational rule triggers are:

- A flight condition, i.e., tail number, aircraft type, destination airport, or departure airport is specified in Dispatch. (**Condition**)
- A change is made to the flight. (**Change**)
- The flight is saved. (**Save**)

Operational Rule Definitions

Operational rules and the actions that prompt checks are described below.

Rule Type	Definition	Trigger
AFTN Address	Specifies one or more AFTN addresses that should be sent a copy of the flight plan once it is filed. Enter each AFTN address (one at a time) in the field and click Add . Flight plans with the specified conditions have the AFTN addresses automatically added to the AFTN Addressing field in the ATC Data tab anytime a change is made.	Change
Alternate	Specifies alternate airports (takeoff or landing) if certain conditions are met. The alternate airport operational rule is checked each time the departure/destination airport, tail number, or aircraft type is entered. Alternate airport routing can be specified as direct, automatic, or manual.	Condition
Avoid Country	Allows the flight planner to specify countries that should be avoided when certain parameters are met. Specify the country to avoid using search or the dropdown menu.	Condition
Avoid Custom Shape	Allows the flight planner to specify a shape to be avoided when certain parameters are met. See Avoid Custom Shape for more information.	Condition

12. SETTINGS

Rule Type	Definition	Trigger
Avoid FIRs	Allows the flight planner to specify airspace that should be avoided when certain parameters are met. Specify the FIR to avoid using the Airspaces dropdown menu.	Condition
Avoid Controlled Airspace	Allows the flight planner to specify airspace that should be avoided when certain conditions are met. Specify the Type of Airspace followed by the airspace using the dropdown menus.	Condition
Avoid Restricted Airspace	Allows the flight planner to specify restricted airspace that should be avoided when certain conditions are met. Specify the Type of Airspace followed by the Restricted Airspace using the dropdown menus.	Condition
Callsign	Adds a callsign when specified flight conditions are met.	Condition
Custom Navlog	Selects the specified Navlog format when flight conditions are met.	Condition
Custom Occupant Weight	Allows for designated default crew and passenger weights based on certain flight criteria.	Condition
Destination FBO	Allows the flight planner to specify an FBO when a specific destination airport is selected.	Condition
Flight Attachment	Allows for files to be attached to flights automatically when flight is saved with certain conditions met. Supported file types include PDF, TIFF, TIF, JPG, JPEG, GIF, PNG, BMP, BMPF, TXT, DOC, DOCX, XLSX, XLS, PPTX, PPT, CSV, Pages, Key, and Numbers. File attachments are limited to 25MB or less.	Save
Flight Watchers	Adds Flight Watchers to the flight when criteria is met.	Condition
Fuel Policy	Applies a specified fuel policy if certain conditions are met. Choose between maximum, extra, manual, and landing fuel policies.	Condition

12. SETTINGS

Rule Type	Definition	Trigger
Remarks	Allows the flight planner to automatically add text to the Remarks (RMK) field of the ICAO flight plan form when specific criteria is met. The Remarks section accepts alphanumeric characters (A-Z, 0-9, and space). If special characters are used, the flight plan will be rejected.	Condition
Saved Partial Route	Allows a partial route to be automatically included in the Route Builder when specific flight conditions are met.	Change
Specific Crew	Allows for designated crew members based on certain flight conditions. The specific crew operational rule supports ad hoc crew members.	Condition
Taxi Fuel	Allows the flight planner to specify taxi fuel amount when certain criteria are met.	Condition
Type of Flight	Allows for the specification of the flight type (G, M N, S, X) based on specific conditions. For example, specify the flight type General Aviation for all flights departing or arriving at a particular airport. Or specify all flights as Scheduled Air Service for a specific type of aircraft.	Condition

12. SETTINGS

12.3.3 Viewing Operational Rules

Access your list of Operations Rules by selecting **Settings > Operational Rules**. Search, filter, view, edit, and delete operational rules that have been added to your organization from this view.

Rules are ordered chronologically with the oldest rules appearing at the top of the list. Enabled rules have a blue check mark. Disabled rules have a red dash.

Select **Edit** to enable/disable rules. Disabled operational rules are not applied to future planned flights. Disable a rule instead of deleting it if you think you'll need it in the future.

Rules				
Filter by Rule Type	Filter by Condition Type	Filter by Status	Filter by Condition Value	Free Search
All	All	All		
Add Rule				
RULE TYPE ↓	RULE NAME	CONDITIONS	RULES	
AFTN address	Houston AFTN	If Destination is KIAH	then add AFTN address(es) EWFGSDFG	☒ Edit Delete
Alternate	Hobby Alternate	If Departure is KCXO	then add Alternate(s) KHOU with DCT routing mode	☐ Edit Delete
Alternate	Newark Alternate	If Destination is KLGA	then add Alternate(s) KEWR with DCT routing mode	☒ Edit Delete

Enabled/Disabled
Rule Icon

12. SETTINGS

12.4 Saved Routes

Dispatch offers flight planners the ability to save routes. Saved routes can be viewed and edited by selecting **Settings > Saved Routes**.

To save a route, open the Flight Editor and click the save icon  next to the Selected Route. After clicking , a pop-up appears prompting you to name the route. If no name is specified, the departure and destination airport identifiers will be used to automatically generate a name for the route.

Renaming a saved route

Saved routes can be *renamed* by selecting **Settings > Saved Routes** and clicking the pencil icon  under the *name* field. Edit the saved route's name as desired and click outside the name field to edit the name.

Editing a saved route

Saved routes can be *edited* by selecting **Settings > Saved Routes** and clicking the pencil icon  under the *route* field. Edit the route string as desired and click outside the editor to save the changes.

Deleting a saved route

To delete a saved route, select **Settings > Saved Routes > Delete**.

				Flights	Settings	API Console
PLANNING SETTINGS		AUTODISPATCH	OPERATIONAL RULES	SAVED ROUTES	CUSTOM AIRPORTS	NAVLOG BUILDER
NAME	DEPARTURE	DESTINATION	ROUTE			
KHOU TO EGLL 	KHOU	EGLL	STRYA8 DPATY BEATS FOUNT CKB LVZ BEEKN Q480 ENE J573 EBONY N277A JOOPY 49N050W 51N040W 52N030W 53N020W MALOT GISTI ABAGU SLANY UL9 STU P2 BEDEK BEDEK1H		Delete	
Weekly Monday Trip 	KHOU	KBOS	LURIC7 HAWES ELD J29 SUTTN JAMEA BETIE DARBY SUMET JST HNK PONCT JFUND2 		Delete	
KHOU TO MMUN 	KHOU	MMUN	KELPP A766 KEHLI UA766 ITLOM UM782 CUN 		Delete	
KMIA TO MWCR 	KMIA	MWCR	MIA8 MNATE 2400N08015W KAVGA UM335 ALVEK UZ637 XOPLI UG448 UCL G448 GCM GORAN3 		Delete	
Weekly Friday Trip 	LFRB	LIMF	BETUV6F BETUV UN491 GALBO UN491 RESMI UL612 MILPA UM135 LURAG M135 VEROB VEROB1B 		Delete	

Saved Routes

12. SETTINGS

12.5 Custom Airports

Dispatch provides administrators the ability to create custom airports. If the airfield you operate out of is not in the aviation database, you can add it to Dispatch. Your custom airport will be available to all users on your account for flight planning purposes.

To add a custom airport, select **Settings > Custom Airports >** [Add Custom Airport](#). Manually enter a four-character identifier, name, location coordinates, and MSL elevation.

Note: You cannot edit a custom airport. If you need to edit an airport, select **Settings > Custom Airports**. Find the airport you want to edit and on the right side, select **Delete**. Then, recreate the custom airport.

12. SETTINGS

12.5.1 Manual Coordinate Entry Format

The coordinates field supports the Degree Minute Second latitude/longitude format. That format can be entered with or without degree, minute, and second symbols. The latitude field should be six digits and begin or end with N or S.

Longitude should be seven digits and begin or end with E or W. If the longitude is less than 100, a leading zero should be used. Latitude and longitude minute and second fields should be less than 60.

There should be no space between characters. If the seconds are omitted, latitude and longitude should be four and five digits respectively. Dispatch assumes the second values are 00 if they are omitted.

Coordinate Examples:

N5528E01019 - Coordinates begin with designation, seconds omitted.

5528S01019W - Coordinates end with designation, seconds omitted.

N552836E0101951 - Coordinates begin with designation, seconds included.

552836N0101951E - Coordinates end with designation, seconds included.

55°28'36"N, 10°19'51"E - Coordinates end with designation, seconds and symbols included.

When coordinates are entered correctly, Dispatch depicts a green checkmark. If an incorrect format is used, Dispatch displays a message indicating the error.

12. SETTINGS

Adding coordinates with the map

You can use the map to select the location of your custom airport. To use the map to add a custom airport:

1. Pan and zoom that map so that your airport is visible.
2. Right-click the mouse over your airport. The coordinates where you clicked will automatically fill in the Coordinates section of your custom airport.
3. Specify the airport's four letter identifier, name, and MSL elevation.
4. Click .

Custom Airport Builder

12. SETTINGS

12.6 Navlog Builder

Flight departments with unique Navlog requirements can use the Navlog Builder to specify the content and formatting of their Navlog. To access the Navlog Builder, select **Settings > Navlog Builder**.

A video tutorial of the Navlog Builder is available here: [Custom Navlog Builder in Dispatch](#).

The screenshot shows the 'Navlog Builder' interface. On the left, there's a sidebar with 'Prebuilt Layouts' including 'International' (marked as Default), 'Standard', and 'Custom'. The main area displays the 'International' layout. It includes a 'Navlog Header' for flight EKCH - KJFK, a 'Flight summary' table with columns ETE, Distance, Avg Wind, ETD, ETA, and Avg TAS Altitude, and a 'Route' section showing the flight path. A 'RAIM' section indicates 'RAIM prediction unavailable for ETD'.

Settings - Navlog Builder

12.6.1 Navlog Layouts

Dispatch offers Prebuilt and Custom Navlog layouts.

Prebuilt Navlog Layouts

The Prebuilt Navlog layout includes the International and Standard layout. To view a Navlog layout in a new window, click the **More** ▼ dropdown menu and select **Preview**. To view the layout in the Navlog editor, select **Load layout**.

When generating a Navlog for a flight, Dispatch uses the *Default* layout. To specify a layout as the default, click the **More** dropdown menu and select **Set as Default**.

12. SETTINGS

The Prebuilt layouts are not editable. If you prefer one of the prebuilt layouts but would like to make some changes, select **More > Copy** to create an editable custom version of the International or Standard layout.

12.6.2 Custom Navlog Layouts

Flight departments that prefer a Navlog layout other than what is prebuilt, a custom Navlog builder is available. Custom Navlogs allow flight departments to specify the content and layout of the Navlog using the editor on the right-hand side of the screen.

To build a custom Navlog:

1. Select **Settings > Navlog Builder > + New Layout**.
2. Enter a name for the custom Navlog and select **Save**.
3. Select **+ Add Blocks** or click anywhere in the editor to reveal the **Add Information Block** pop-up.
4. Click the **Information Sections** dropdown near the top of the pop-up to select the information you want depicted in the Navlog.
5. Manually configure the block as desired.
6. Click **Add Info Block**.
7. Drag and resize the Info Block within the grid so that it meets your formatting needs.
8. Repeat steps 3 - 7 as necessary.
9. Select **Preview** to view a sample of the custom Navlog in a new window.
10. Once all edits are complete, select **Save**.

Once your custom Navlog is saved, it can be renamed, copied, previewed, or set as default using the custom Navlog editor or the **More** menu.

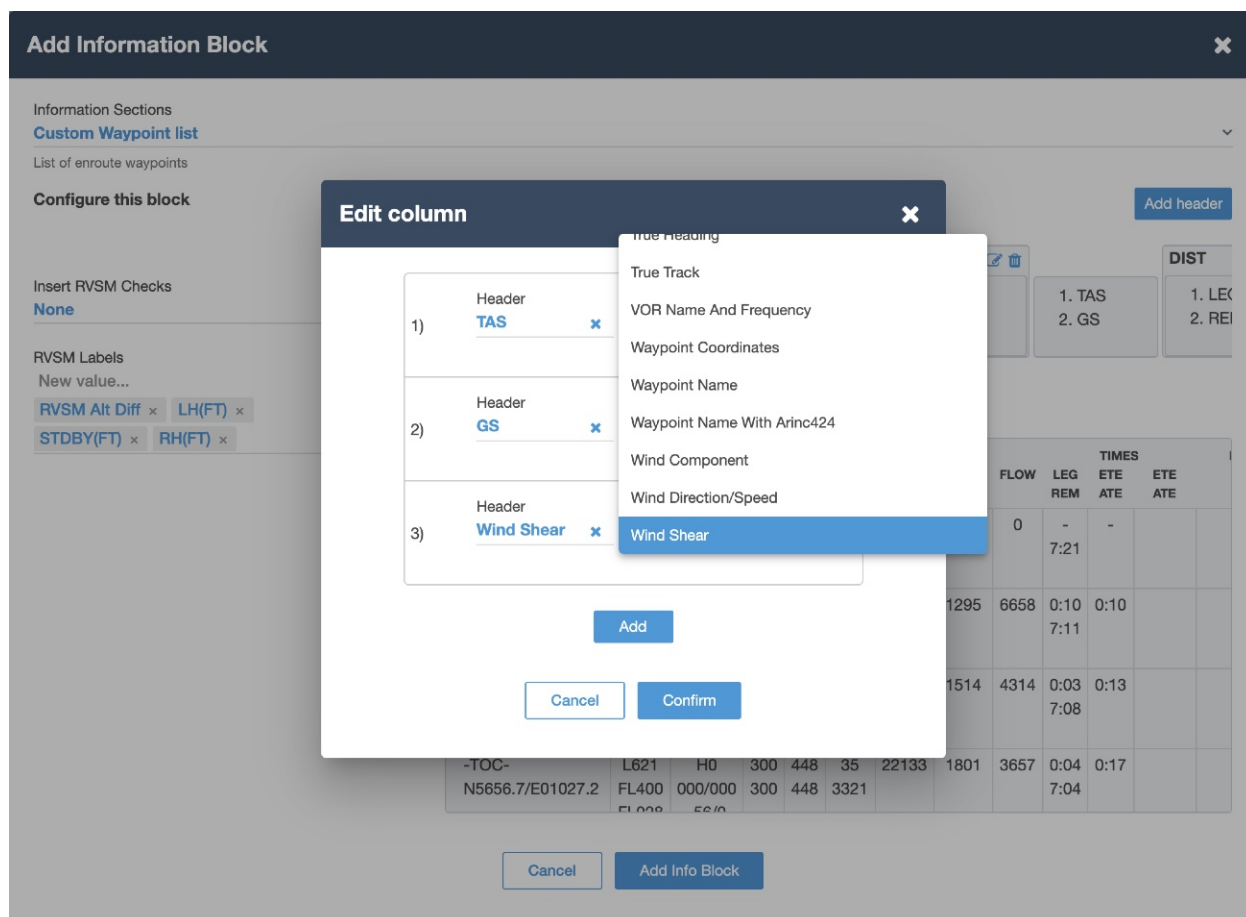
12. SETTINGS

Turbulence Shear Values

Forecasted turbulence information can be found in the ForeFlight Briefing. The turbulence information in the briefing is a more modern solution and is often superior to the wind shear values found in some other flight planning tools.

Customers flying with Dispatch can obtain shear values if desired using the custom NavLog Builder. To add wind shear values to your custom Navlog:

1. Open the NavLog Builder.
2. Add a **Custom Waypoint List** block using the **Information Sections** dropdown menu.
3. Edit one of the existing Waypoint Data columns and select **Wind Shear**.



Adding Wind Shear Values to the Navlog

API CONSOLE

Dispatch uses an Application Programming Interface (API) to integrate with scheduling software, flight service providers, and other systems enabling data to be sent to and from Dispatch.

When a flight is edited using ForeFlight Mobile or Dispatch, updates to the flight via an integrated service will not be possible, except when an optional instruction is provided to force an update. Check with your integration provider for more details.

13.1 Scheduling Integrations

The following crew scheduling providers integrate with Dispatch to automatically ingest newly-scheduled flights, complete with all relevant information your flight planners need to start working on the flight right away. For more information visit www.foreflight.com/products/dispatch/integrations.



13. API CONSOLE

13.2 Flight Service Integrations

Dispatch integrates with the following flight service providers giving them direct access to your flight plans within Dispatch. For more information visit www.foreflight.com/products/dispatch/integrations.



13.3 Other Integrations

Dispatch integrates with other provides such as Preflight Mitigator to sync flight data from Dispatch to automate the creation and assignment of risk assessments.



13.4 API Key

An API key is used to connect a 3rd party system with your specific ForeFlight Dispatch account. The **API Console** page, accessible on administrator accounts, allows you to generate new API keys and view the history of requests made through existing APIs. API keys should be kept confidential as they allow full access to your ForeFlight data through the Dispatch API.

The screenshot shows the ForeFlight API Console interface. On the left is a sidebar with navigation links: Dispatch, My Flights, Maps, Imagery, Aircraft, Logbook, Track Logs, Trip Assistant, Organization, and Sam. The main content area has tabs for 'API KEYS' and 'REQUEST HISTORY'. Under 'API KEYS', there's a 'Generated keys' section with a description and a 'Generate API key' button. Below this is a table of generated keys with columns: CREATED BY, CREATED AT, LAST USED, API KEY, and STATUS. The table contains 10 rows of data, each with a 'Revoke' link in the status column.

CREATED BY	CREATED AT	LAST USED	API KEY	STATUS
[REDACTED]	Jan 30 2020, 18:24Z	Oct 13 2020, 14:23Z	Not shown	Active Revoke
[REDACTED]	Nov 05 2019, 15:45Z	Oct 13 2020, 15:26Z	Not shown	Active Revoke
[REDACTED]	Oct 07 2020, 10:18Z	Oct 07 2020, 10:18Z	Not shown	Active Revoke
[REDACTED]	Jan 11 2019, 07:07Z		Not shown	Active Revoke
[REDACTED]	Sep 06 2019, 11:54Z		Not shown	Active Revoke
[REDACTED]	Sep 12 2019, 12:10Z		Not shown	Active Revoke
[REDACTED]	Sep 12 2019, 12:14Z		Not shown	Active Revoke
[REDACTED]	Oct 10 2019, 11:13Z		Not shown	Active Revoke
[REDACTED]	Oct 29 2019, 20:24Z		Not shown	Active Revoke

Dispatch - API Console

13. API CONSOLE

13.4.1 Generating API Keys

On the API Keys tab, you can generate an API key for integration with an existing 3rd party product or access the [documentation](#) to build your integration.

The API Keys page also displays a record of when API keys have been created, including the user it was created by, date and time generated, the API key, and current status (Active or Revoked).

Click the **Generate API key** button in the top right-hand corner to generate a new API key. You can also filter the list of previously-generated keys using the Created At, Last Used, and Only Active fields.

13.4.2 Flight Schedule API

The Flight Schedule API allows for easy import of flights into Dispatch from your flight scheduling system. Flights can be imported on a one-by-one basis or as a batch. You can keep updating flights through the scheduling API as your schedule changes. View a list of currently supported scheduling integrations [here](#).

13.4.3 Flights API

The Flights API allows for more fine-grained interaction with the Dispatch system. It allows you to create flights with detailed data, retrieve fuel burn and times for those flights, as well as the briefing and Navlog. You can also run ad-hoc performance calculations for already set up aircraft as well as generic aircraft. The quotation API is a simplified performance API that will estimate time and fuel burn using fewer parameters and routing approximation.

IMPORTANT: After generating a key, make sure to save it. Keys are not shown again and cannot be retrieved once generated.

If you believe that the security of an API key has been compromised you should immediately revoke it and generate a new one to prevent unauthorized access.

13. API CONSOLE

13.4.4 Request History

The Request History tab stores and displays the most recent API requests made using an API key associated with your ForeFlight account. Use this tool to identify how and when your third-party applications are interacting with your ForeFlight account.

The table is automatically sorted by the request date so that the most recent requests will be at the top of the table. The Request Path matches to an API operation, which will tell you what action was attempted. For instance, `public/api/schedule/flights` and `public/api/flights` are responsible for creating new flights externally.

The request and response JSON links will download text files that will give more details about the action that was attempted and the result. The HTTP status code will show the presence of any significant errors. Less severe warnings, such as mismatched aircraft or crew, will only be present in the Response JSON.

ForeFlight A Boeing Company

Flights Settings **API Console**

API KEYS **REQUEST HISTORY**

Requests and responses

Requests sent from your organisation and the corresponding responses from the [Dispatch API](#)

Refresh

Date Range: Start date – End date

Request Methods: **/public/api/**

Status Codes: **109**

Api Key Ids: **109**

☐ Has Tracking Id

RECEIVED AT ↓	REQUEST METHOD	REQUEST PATH	REQUEST JSON	RESPONSE JSON	STATUS CODE	API KEY ID	TRACKINGID
Oct 08 2020, 19:01Z	POST	/public/api/schedule/flights	Request JSON	Response JSON	200	109	
Oct 08 2020, 19:00Z	POST	/public/api/flights/release	Request JSON	Response JSON	200	109	
Oct 08 2020, 18:59Z	GET	/public/api/flights/{guid}	Request JSON	Response JSON	200	109	
Oct 08 2020, 18:59Z	GET	/public/api/flights/flights	Request JSON	Response JSON	200	109	
Oct 08 2020, 18:58Z	POST	/public/api/flights	Request JSON	Response JSON	200	109	
Oct 08 2020, 18:57Z	POST	/public/api/flights	Request JSON	Response JSON	400	109	
Oct 08 2020, 18:55Z	GET	/public/api/crew	Request JSON	Response JSON	200	109	
Oct 08 2020, 18:54Z	GET	/public/api/aircraft	Request JSON	Response JSON	200	109	

Items per page: 15 1 – 8 of 8

API Console - Request History

FLIGHT RELEASES

Dispatch allows flight planners to send flights to assigned crew members using Flight Releases.

Released flights automatically appear in ForeFlight Mobile directly on crew member devices. Any changes that flight planners save to the flight are automatically made on the crew member's device.

Flight planners can choose whether to allow crew members to modify flights released to them at the time of release by using the **Release as Read-Only** and **Release as Editable** options. Crew members receive an email notification when a flight they're assigned to is released.

The *Dispatcher Notes* field can be used to communicate notes to the flight crew concerning the flight. Dispatcher Notes are shown in the Navlog and support 5,000 letters, numbers, special characters, and emojis. Dispatcher Notes can also be entered on the **ATC Data** tab.

Release Flight

By releasing this flight the crew will gain access to the flight in ForeFlight Mobile.

Select one:

Release as Read-Only

Pilots can view the flight plan.

Release as Editable

Pilots can view and edit the flight plan.

Release as editable is not available:

RAIM Prediction settings planning is not yet supported in ForeFlight Mobile

Dispatcher Notes shown on navlog

Note ETD has changed due to passenger availability

50 / 5000

Cancel

Release Flight

Release Flight Panel

14. FLIGHT RELEASES

14.1 Read-Only Flights

If a flight was planned using a Dispatch feature that is not yet supported in ForeFlight Mobile, it will not be possible to release the flight as editable. The feature which limits the flight from being released as editable is indicated on the flight release panel.

Read-only flights appear in the pilot's Flights list in ForeFlight Mobile and ForeFlight Web alongside their other flights. A label will be presented at the bottom of the flight summary showing the name of their organization.

Once a flight is selected to view its details, a lock icon will be presented under the Performance Summary at the top of the page to indicate that the flight is locked from editing. Pilots can view all the flight's details like they normally would. Most fields are grayed out and cannot be edited by the pilot.

14.2 Editing Released Flights

Released flights can be edited by making and saving changes to the flight in Dispatch. Changes made to a flight must be saved before they appear on crew member devices. Making changes and then leaving the page without saving will result in the changes being discarded, and the changes will not be reflected on the crew members' devices. The two exceptions to this rule are filing a flight plan and canceling a filed flight plan. These actions do not require you to save the flight for those actions to take effect.

14.3 Canceling Released Flights

The only way to cancel a flight that has been released is to delete the flight in Dispatch. Deleting the flight will delete the flight for any assigned crew members, effectively un-releasing it.

14. FLIGHT RELEASES

14.4 Releasing Flights from the Flights List

While viewing the Flights List, click the **More** dropdown for a flight that has not yet been released. The Release option is available just under File. Click **Release** and confirm that you want to release the flight to share it with the assigned crew members in the account's default release mode (editable or read-only). If no crew members have been selected for the flight, then the Release option will not be selectable.

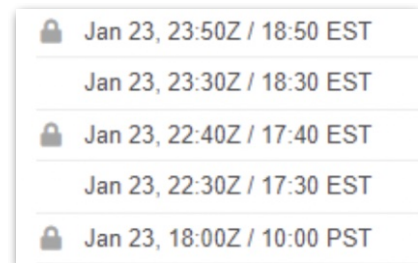
14.5 Flights Created by Crew Members

When a crew member creates a new flight on their mobile device using a Dispatch-enabled aircraft, the flight appears in Dispatch as an unreleased flight. Flights created by crew members using aircraft that are not enabled for Dispatch will not appear in Dispatch and cannot be edited by anyone other than the crew member who created it.

14.6 Archived Flights

Filed flights are automatically archived 48 hours after the estimated time of departure. Archived flights can be reviewed in read-only mode. Archived flights cannot be edited or deleted. To remove archived flights from the Flight Status Board, use the filter tools. A lock icon on the Flight Status Board indicates an archived flight.

Files can be added to flights after they have been archived. Archived flights can be copied. A copied flight creates a new flight that is identical to the previously filed flight with the exception of not being archived.



	Jan 23, 23:50Z / 18:50 EST
	Jan 23, 23:30Z / 18:30 EST
	Jan 23, 22:40Z / 17:40 EST
	Jan 23, 22:30Z / 17:30 EST
	Jan 23, 18:00Z / 10:00 PST

Archived Flights

Note: Filed flights are automatically archived 48 hours after ETD. Archived flights cannot be edited or deleted.

CHANGE HISTORY

Date	Change Summary
September 2022	• Route Builder Orbits added to all accounts. • Runway Analysis MOS support added. • Runway Analysis, Weight & Balance, Fuel Advisor aircraft profile icons updated. • Added additional EDCT, CTOT details.
August 2022	• Added Takeoff Alternate Operational Rule. • Available routes are listed when departure and destination are the same. • Added Route Builder Orbits (MFB only). • Flights with user defined alternate routing can be released as editable.
June 2022	• Added Custom Weight Operational Rule. • Added Specific Crew Operational Rule. • ETOPS renamed Contingency Planning. • Added waypoint autocomplete to Route Builder.
May 2022	• Added Flight Tags and Trip ID.
April 2022	• Added support for By-Altitude profiles.
March 2022	• Added Operational Rule names. • Enable/disable Operational Rules. • Generate the general declarations form. • Remove waypoints from Route Builder.
February 2022	• Added MTR/AR route options. • Added filing information. • Added CRD Import. • Added Fuel Advisor.
January 2022	• Added Avoid Custom Shape. • Added Target Altitude. • Updated Cover Page.
November 2021	• Added Map Drag and Drop (Rubber-Banding). • Added Operational Rules. - Taxi Fuel. - Destination FBO. • Recall number search.

Date	Change Summary
October 2021	• Added Weight and Balance • Added EAPIS
September 2021	• Added Climb and Descent Bias • Added Dispatcher Notes • Formatting changes
August 2021	• Added Runway Analysis • Added Wind Shear Custom Navlog
July 2021	• Added File Attachment Operational Rule • Added Partial Route Operational Rule • Added Navlog Operational Rule
June 2021	• Original Version



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