



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
ARFF	Aircraft Rescue and Fire Fighting
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 Additional
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



DEFINITIONS

Abbreviation	Definition
CTOT	Calculated Take Off Time
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
EDTO	Extended Diversion Time Operations
EET	Estimated Elapsed 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
ETO	Estimated Time Over
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



DEFINITIONS

Abbreviation	Definition
FPL	Flight Plan
FSP	Flight Service Provider
FUA	Flexible Use of Airspace
GCD	Great Circle Distance
GFS	Global Forecast System
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
JFX	JetFuelX
JSON	JavaScript Object Notation
KML	Keyhole Markup Language
LOC	Localizer
LW	Landing Weight
MARSA	Military Assumes Responsibility for Separation of Aircraft
MEDEVAC	Life-Critical Medical Flight
METAR	Meteorological Terminal Air Report
MORA	Minimum Off Route Altitude
MPH	Miles Per Hour



DEFINITIONS

Abbreviation	Definition
MSL	Mean Sea Level
MTOW	Maximum Takeoff Weight
NAT	North Atlantic Track System
NCAR	National Center for Atmospheric Research
NCEP	National Centers for Environmental Prediction
NOAA	National Oceanic and Atmospheric Administration
NOTAM	Notice to Airmen
OEI	One Engine Inoperative
OEM	Original Equipment Manufacturer
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
RZ	Rendezvous (Aerial Refueling)
SAM	Slot Allocation Message



DEFINITIONS

Abbreviation	Definition
SAR	Search and Rescue
SETOP	Single Engine Turbine Operation
SIC	Second In Command
SID	Standard Instrument Departure
SIGMET	Significant Meteorological Information
SITA	Société Internationale de Télécommunications Aéronautiques
SLC	Slot Cancellation Method
SPL	Supplementary
SRD	Standard Route Document
SRM	Slot Revision Message
STAR	Standard Arrival Route
T	Tailwind
TAF	Terminal Area Forecast
TEC	Tower En Route Control
TFR	Temporary Flight Restrictions
TOD	Top of Descent
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
WIFS	WAFS (World Area Forecast System) Internet File Service
WX	Weather
YFR	A flight that begins IFR, followed by one or more changes of flight rules



DEFINITIONS

Abbreviation	Definition
ZFR	A flight that begins VFR, followed by one or more changes of flight rules
ZFW	Zero Fuel Weight

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: Side Bar, Toolbar, Status Bar, and the Main View. Dispatch is active when it is selected from the Side Bar.

Toolbar

Main View

Status Bar

Side Bar

The screenshot displays the ForeFlight Dispatch web application interface. On the left is the **Side Bar** with navigation options like Dispatch, My Flights, Maps, Imagery, Documents, Custom Content, Aircraft, Logbook, Track Logs, Trip Assistant, Organization, JotFlick, and Account. The top **Toolbar** includes flight details (KBOS to BOLL), ETE (06:53), WIND EFFECTS (77), DEST FUEL (20,044 lb), ETA (03:19Z / 04:19 BST), DIST (338nm), and buttons for Next flight and Copy flight. The main **Main View** is divided into several sections: GENERAL (Aircraft: N812FA, Departure: KBOS, Destination: BOLL, Date: 08/11/2023, Time: 4:25 PM), FUEL (Performance Profiles, Fuel Policy: Minimum Fuel), ADVANCED FUEL OPTIONS, CREW (PIC, SIC), LOAD (table with columns for PEOPLE, WEIGHT, and SUBTOTAL), and CONTINGENCY PLANNING (Adequate Airports). On the right, there's a PERFORMANCE table with columns for DIST, GCD, ETE, ETA, WIND, and FUEL, and a FLIGHT ADVISORIES MAP showing various airports and flight paths. The bottom **Status Bar** contains release status (Not Released), ATC status (Not Filed), validation status (VALIDATED AT 14:17Z), last change info, and IAGS info.

1. GETTING STARTED

1.2 Toolbar

The toolbar near the top of the screen contains a **New flight** and **Flights** button.

- The **New flight** button opens the **Flight Editor**.
- The **Flights** button opens the **Flight Status Board**.

When signed in to Dispatch with an administrator account, **Settings** and **API Console** buttons are added to the Toolbar.

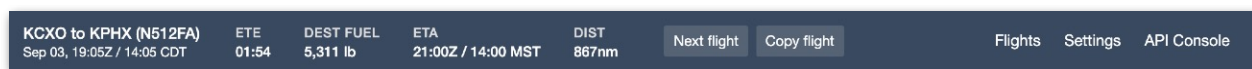
- The **Settings** button opens **Dispatch Settings**.
- The **API Console** button opens the **API Console** view.



Flight Status Board - Administrator Toolbar

1.2.1 Flight Editor Toolbar

When in the Flight Editor, a Flight Summary is added to the left side of the Toolbar. **Next flight**, and **Copy flight** buttons are added to the right of the summary.




Flight Planning Toolbar

- The **Flight Summary** provides a brief overview of the flight's distance, estimated flight time, fuel to destination, and estimated time of arrival.
- 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.

1. GETTING STARTED

1.3 Status Bar

The Status Bar at the bottom of the screen displays flight status information. If a status does not apply to a flight (e.g., EAPIS or Recall #), it is removed from the Status Bar. Each potential status update is described in this section.

RELEASE STATUS  Released Oct 13, 23:20Z	EAPIS STATUS Cancelled	ATC STATUS Cancelled ACK	LAST ACTION Cancel ACK	RECALL # F1490	LAST CHANGE (view history) Scheduling	TAGS (edit) No tags
---	---------------------------	-----------------------------	---------------------------	-------------------	--	--

Flight Status Bar

1.3.1 Release Status

The Release Status displays whether or not a flight has been released to the crew. Once a flight is released, the crew and **Flight Watchers** (if applicable) receive email notifications and the flight becomes available in ForeFlight Mobile. There are three potential release statuses:

- **Not Released** is displayed when a flight is being planned and has not yet been released to the crew.
- **Auto-Releasing at** is displayed when a flight has been saved and the **Auto-Release** setting is enabled. The flight will be released to the crew at the Release At time.
- **Released** is displayed once a flight has been released to the crew. The time and date that the flight was released is displayed in the status bar along with a lock symbol. The lock symbol indicates whether the flight was **released** as editable (unlocked) or read-only (locked).

1.3.2 EAPIS Status

The status of electronic passenger information is displayed in the **EAPIS** section. There are three potential EAPIS statuses:

- **Saved** is displayed when the EAPIS manifest has been filled out but is not yet submitted.
- **Confirmed** is displayed when the EAPIS manifest has been submitted and the customs office (responsible for the destination airport) provides an acknowledgment that the manifest was received.
- **Cancelled** is displayed when the customs office (responsible for the destination airport) cancels the electronic passenger manifest.

1. GETTING STARTED

1.3.3 ATC Status

The status of the flight plan is displayed in the ATC Status field.

- **Not Filed** is displayed when a flight plan has not yet been submitted.
- **Filed** is displayed when a flight plan has been submitted, but an acknowledgment has not yet been received from ATC.
- **Filed ACK** is displayed when a flight plan has been filed and an acknowledgment has been received from ATC.
- **Rejected / Error** is displayed when a flight plan has been rejected by ATC.
- **Cancelled** is displayed when a flight plan has been cancelled by an account member.

1.3.4 EUROCONTROL Validation

When planning a flight in EUROCONTROL airspace, the route and aircraft equipment are analyzed by Dispatch. The EUROCONTROL status of the flight is displayed in the Validated At section of the Status Bar. The following statuses are possible:

- **EUROCONTROL Valid** is displayed when the route and aircraft equipment meet EUROCONTROL requirements for the estimated departure time.
- **EUROCONTROL Invalid** is displayed when the route or aircraft equipment does not meet EUROCONTROL requirements for the estimated departure time.
- **ETD outside validation window** is displayed when the flight's estimated departure time is outside the EUROCONTROL validation period.

1.3.5 Last Action

When the filing status of a filed flight plan changes (e.g., filed to cancelled), the last action performed by ATC is displayed in the Last Action section.

1. GETTING STARTED

1.3.6 Recall Number

When FMS uplink is enabled for the aircraft, the Recall Number is displayed in the Status Bar (and in the Navlog). The Recall Number is generated either when the flight is saved, filed, or filed and released. The **FMS Uplink/Recall** setting determines when the Recall Number is generated.

If the flight's tail number, departure, destination, or route are changed after the Recall Number has been generated, a new Recall Number is generated and updated in the Status Bar (and Navlog).

1.3.7 Flight History

Dispatch records flight history for almost every action performed by an integrated scheduling service, Dispatch user, user of ForeFlight Mobile, or ATC. For example, the following actions are recorded in displayed in Flight History.

- A flight is created by a scheduling service.
- The Navlog is generated by Dispatch.
- A change to the route is entered in ForeFlight Mobile.
- Payload is updated in Dispatch.
- Filing status is updated by ATC

To view a flight's history, click ([view history](#)) in the Status Bar and refer to the Flight History window.

Flight History				✕
EVENT	BY		TIME ↓	
Data updated	AutoDispatch		Oct 17, 21:19Z	Details
Expected route assigned	ATC		Oct 17, 21:06Z	
Expected route assigned	ATC		Oct 17, 21:06Z	
Filed (ACK)	Mobile	pilot@email.com	Oct 17, 21:06Z	
Data updated	AutoDispatch		Oct 17, 20:04Z	Details
Modified	Scheduling		Oct 17, 17:40Z	Details
Released (Editable)	Dispatch	dispatcher@email.com	Oct 17, 16:50Z	
Modified	Dispatch		Oct 17, 16:50Z	Details
Created	Scheduling	AirplaneManager	Oct 13, 00:42Z	Details

Flight History Window

1. GETTING STARTED


Flight History Window

The Flight History window displays each change event on a separate row. The entity that performed the action is recorded in the “BY” column. The following entities can appear in the “BY” column.

- **Scheduling** is displayed when an integrated scheduling service performs an action.
- **Dispatch** is displayed when an action is performed by someone using Dispatch. The username of the person that made the change is displayed next to the Dispatch label.
- **Mobile** is displayed when an action is performed by someone using ForeFlight Mobile (e.g., editing the route in ForeFlight Mobile). The username of the person that made the change is displayed next to the Mobile label.
- **ATC** is displayed for actions that come from Air Traffic Control (e.g., Expected route assigned).
- **AutoDispatch** is displayed when Dispatch’s automation generates the action (e.g., Navlog Added).

Flight History Details

Click **Details** next to any change in the Flight History window to see what specific changes were made. Click the **X** button in the upper-right corner of the details to collapse the detailed view. Below is an example of the changes that are recorded by Flight History.

CHANGES				
People on board	6	Changed to	7	
Average human weight	398.5	Changed to	313	
Reserve fuel	750	Changed to	900	

Flight History Details

1. GETTING STARTED

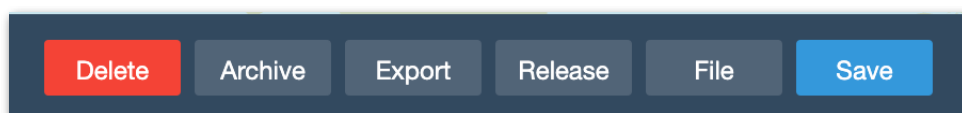
1.3.8 Tags

Tags provide additional flight filtering and search capabilities. Refer to [Tags](#) for more information.

1.3.9 Save - Delete - Archive - Export - Release - File Buttons

The right side of the Status Bar contains a **Save** button. Edits to flights in Dispatch are not saved automatically. If you attempt to close your browser before saving edits, a prompt warning you that changes will be lost appears.

After saving, the **Delete**, **Archive**, **Export**, **Release**, and **File** buttons appear.



Delete Button

The **Delete** button deletes the flight from the account. If a flight is deleted, it is not visible to anyone on the account.

Archive Button

See [Archived Flights](#) for more information.

Export Button

See [Export](#) for more information.

Release Button

The **Release** button releases the flight to the crew. Once a flight has been released, emails are sent to the crew (and Flight Watchers) and the flight appears in ForeFlight Mobile on the crew members' device. Flights created by a crew member on their mobile device will automatically show as Released when they appear in Dispatch. Once a flight is released, the Release button becomes inactive. For more information, see [Flight Releases](#).

File Button

The **File** button files a flight plan with the appropriate ATC facilities. To file a flight plan:

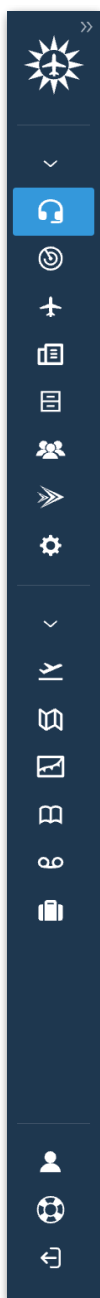
1. Click the **File** button.
2. Click [File Flight](#) in the confirmation window.

1. GETTING STARTED

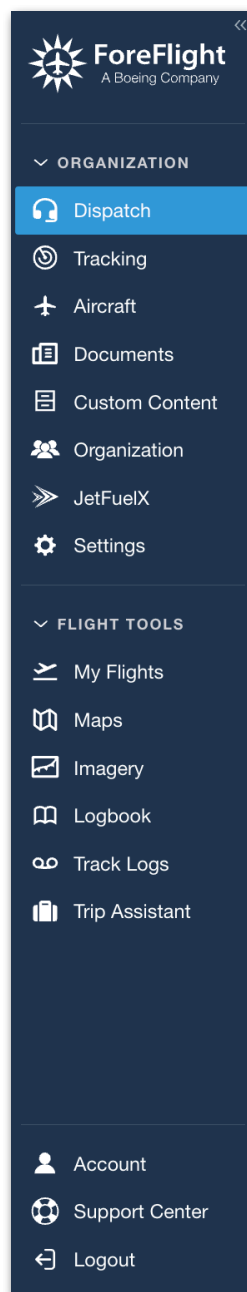
1.4 Side Bar

The side bar is used to navigate to Dispatch and various other ForeFlight web pages. The double arrows near the top of the sidebar expand and collapse it.

When expanded, the sidebar depicts icons and labels for each page. When collapsed, only the icons are displayed.



Collapsed Side Bar



Expanded Side Bar

1. GETTING STARTED

From top to bottom, the navigation buttons include:

- **Dispatch** opens the Dispatch **Flight Status Board**.
- **Tracking** opens the organization's Aircraft Tracking page.
- **Aircraft** can be used to publish, add, remove, or edit aircraft profiles.
- **Documents** opens the ForeFlight Web Documents view.
- **Custom Content** opens the ForeFlight Web Custom Content view for adding Custom Airports.
- **Organization** is only available to account admins and is used to manage users and their devices.
- **JetFuelX** opens the JetFuelX page for managing contract fuel cards.
- **Settings** opens organizational settings for compliance and flight planning settings.
- **My Flights** opens the legacy Flights page. This page should not be used by Dispatch customers. Instead, the Dispatch page should be used to view flights planned with ForeFlight Mobile or Dispatch.
- **Maps** opens the ForeFlight Web Maps view.
- **Imagery** opens the foreFlight Web Imagery view.
- **Logbook** opens ForeFlight Web Logbook. Logbook is unique to each user and will only depict flights entered by the pilot.
- **Track Log** opens ForeFlight Web Track Logs. Track Logs are unique to each pilot.
- **Trip Assistant** is used for door-to-door flight and ground transport planning.
- **Account** is used to manage ForeFlight Web preferences, integrations, and subscriptions.
- **Support** opens the Dispatch Support view to access the Dispatch Guide or to report an issue to the Pilot Support Team.
- **Logout** logs a user off of the account.

NOTE: The sidebar is dynamic and will hide or show navigation tabs based on your account privileges. For example, accounts that do not have administrator privileges do not have an Organization tab.

1. GETTING STARTED

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.

KSNA to CYVR (N714MG) ETE 02:25 DEST FUEL 2,008 lb ETA 23:01Z / 16:01 PDT DIST 960nm

FLIGHT RUNWAY ANALYSIS ATC DATA FILES EAPIS

GENERAL

Aircraft: **N714MG** (...)
525B Citation ...
1. Alternate
2. Alternate

Departure: **KSNA** Info
John Wayne/Or...

Destination: **CYVR** Info
Vancouver Inter...
T.O. Alternate

Date: **09/09/2021**
Time: **1:35 PM** PDT
Call Sign:
ETD ETA Zulu Local

ALTERNATE ROUTING (Hide)
DCT Auto Manual
Alternate Cruise profile

Main View - Flight Editor

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	Filter by time	Created by	Watch list				Search		
All	Last 30 days	Dispatch, Scheduling, PI...						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. GETTING STARTED

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 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 a toolbar with five tabs: FLIGHT, RUNWAY ANALYSIS (selected and underlined in blue), 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)'. Each section includes a checkmark icon, the airport name, and weight information.

Section	Location	Weight Type	Weight Value	Limit
Takeoff (Departure Airport)	KIAH: George Bush Intercontinental/Houston	Takeoff Weight	61,698	
		Calculated MTOW		/ 99,600 lb
Landing (Destination Airport)	MMMX: Benito Juarez International	Landing Weight	57,350	
		Calculated MLW		/ 83,500 lb

Flight Editor Toolbar with Runway Analysis Selected

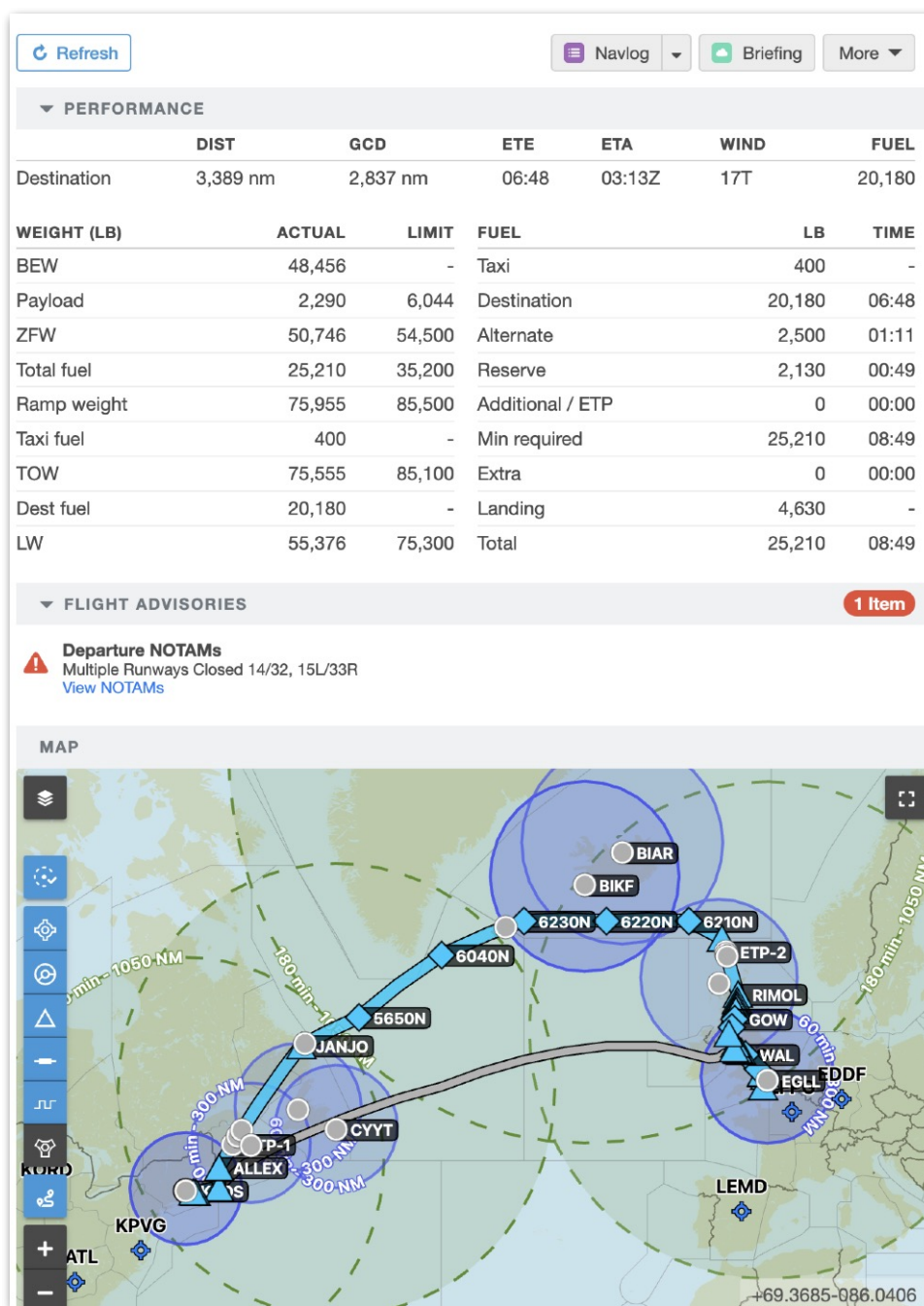
NOTE: If planning a domestic flight, the **EAPIS** option is removed from the *toolbar*. Additionally, W&B is only depicted when planning a flight with an aircraft that has a configured W&B template.

1. GETTING STARTED

1.5.3 Flight Summary

The right column of the main view depicts a flight summary that consists of performance data, flight advisories, and an interactive route map. The flight summary is available at all times when the Flight Editor is active.

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



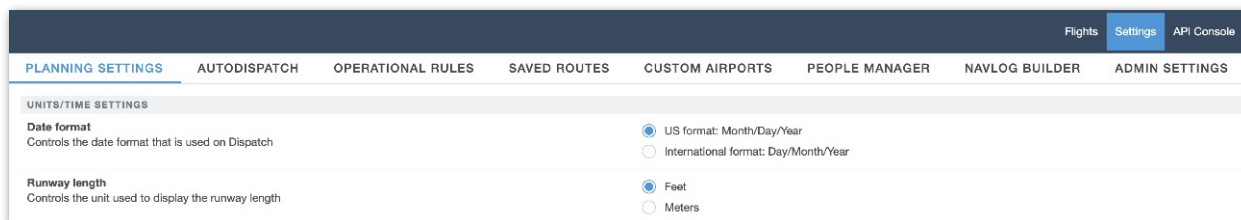
Flight Summary

1. GETTING STARTED

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 (e.g., PLANNING SETTINGS).

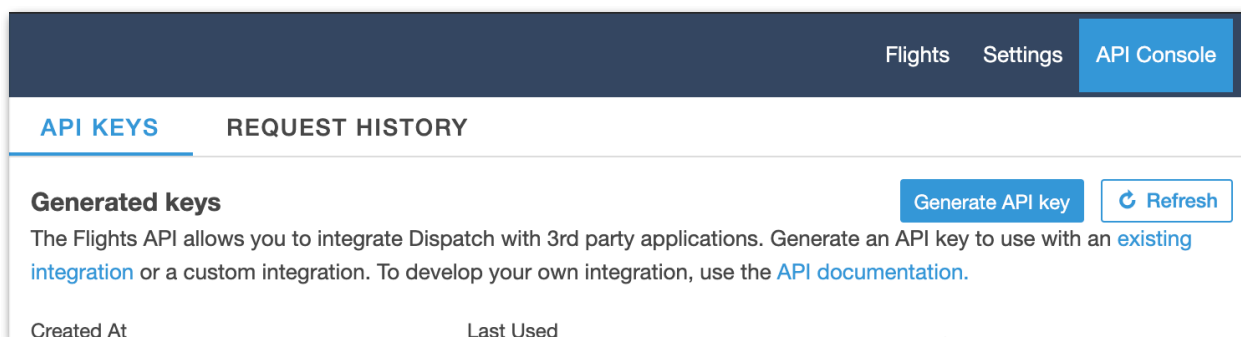


Main View - Settings

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.



Main View - API Console

1. GETTING STARTED

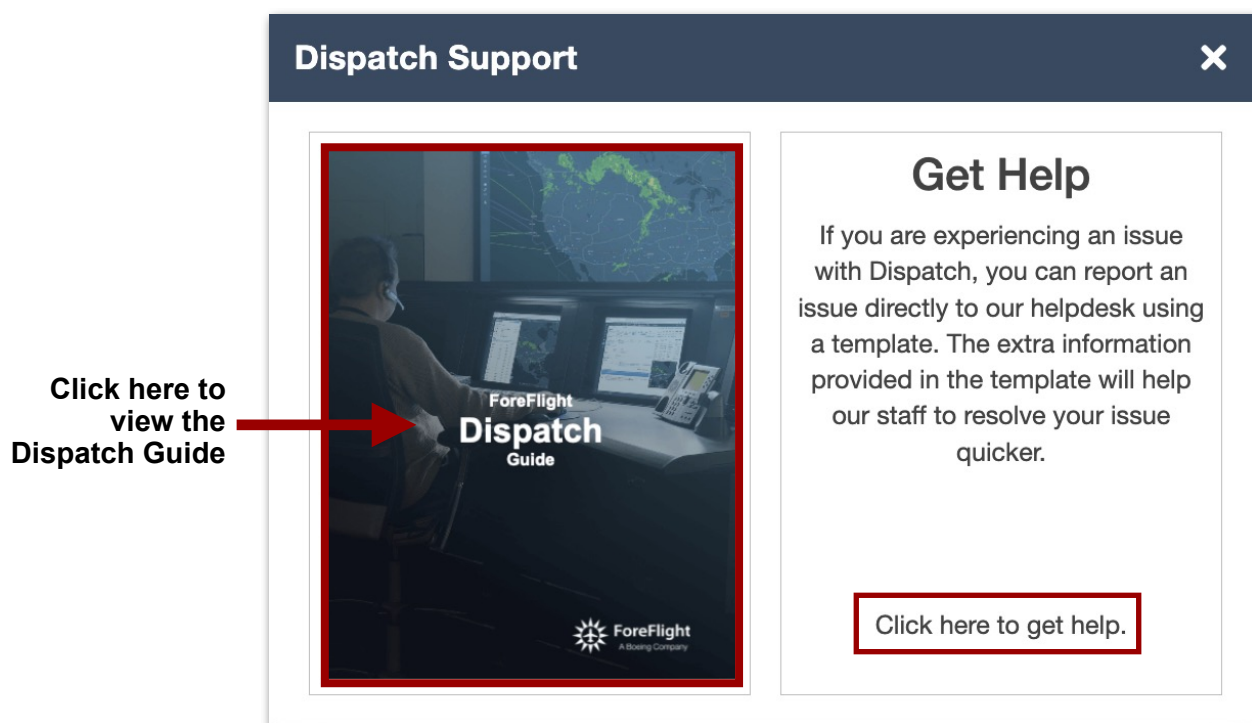
1.8 Getting Help

The **Support Center** button at the bottom of the Dispatch page sidebar provides access to the Dispatch Guide and can also be used to send Dispatch issues directly to the Support Team.

To access the Dispatch Guide, click the **Dispatch Guide** thumbnail (Picture).

To report an issue with Dispatch, select “**Click here to get help**” to proceed to the next step.

NOTE: When selecting “Click here to get help,” a screenshot will be taken of the Dispatch page that is currently being viewed. Ensure the issue that is being reported is visible so it can be viewed by the support team.



Dispatch Support View

NOTE: This feature is only available when Dispatch is active. Other views, such as Maps or Documents, link to the ForeFlight Support Center website when this option is selected.

1. GETTING STARTED

1.8.1 Reporting an Issue

After clicking “Click here to get help,” a screenshot of the active page is displayed. The screenshot contains an annotation toolbar in the top left corner to draw attention to the issue.

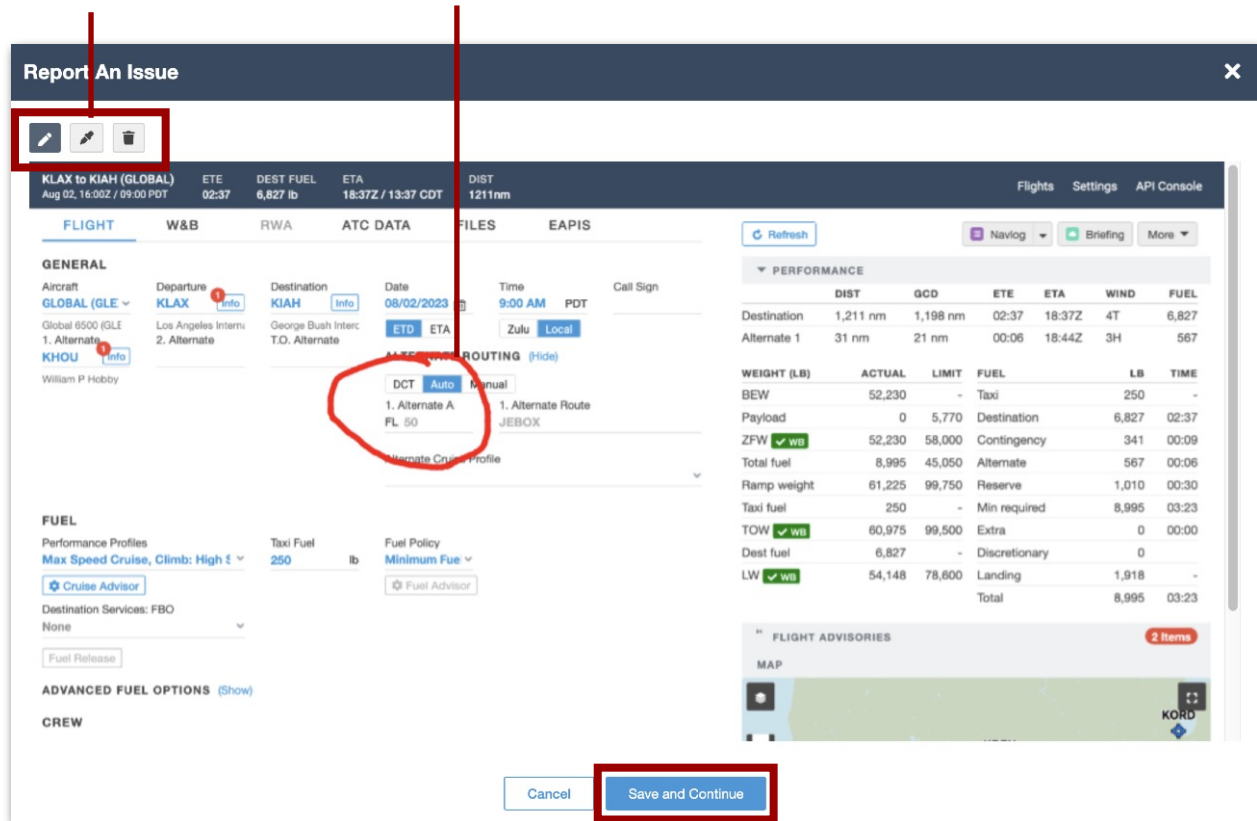
The default annotation setting is the **Pencil Tool** (Drawing mode). Left-click the mouse button and hold to draw around the field or area with the issue to provide a visual reference to the support team.

The color of the pencil tool can be changed by selecting the **Color Picker** (Eyedrop) button. All annotations can be removed by selecting the **Remove all Drawings** (Trash can) button.

After the annotations are complete, select the **Save and Continue** button at the bottom of the screen to move to the next step.

Annotation Toolbar

User Drawn On-Screen Annotation



Report An Issue Screenshot

1. GETTING STARTED

After clicking Save and Continue, a form for describing the issue is displayed. The Issue subject, Describe the Issue, What is expected to happen, and Reproduction steps fields are mandatory. Answer each question thoroughly. When complete, select the **Submit** button to send the information to the Support Team.

The screenshot shows a 'Get Help' modal window with a dark blue header and a close button (X). The form contains the following sections:

- Issue subject:** A text field with the placeholder 'What is the issue about?'. To its right is a checkbox labeled 'Urgent AOG issue' with an information icon (i) to its right. A red arrow points from the information icon to a tooltip that reads: 'This is only available to pro and premium support customers'.
- Best callback number:** A text field with the placeholder '555-555-555'. To its right is an information icon (i) with a red arrow pointing to it.
- Describe the Issue:** A section with three text areas:
 - What happens:** 'Describe what issue you are observing.' with a double-slash (//) icon at the end of the line.
 - What is expected to happen:** 'Describe what you expected to happen.' with a double-slash (//) icon at the end of the line.
 - Reproduction steps:** 'How did you end up in this situation?' with a double-slash (//) icon at the end of the line.
- Further explanation:** 'Please include any further details that can help us resolve the issue as quickly as possible.' with a double-slash (//) icon at the end of the line.
- Attachments:** A small thumbnail image of a screenshot is shown with a red circle around a specific area. Below it is the filename 'screenshot.png'.
- Buttons:** At the bottom are three buttons: 'Cancel' (red outline), 'Back' (blue outline), and 'Submit' (gray).

Report an Issue Text View



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. For additional information, visit www.foreflight.com/products/dispatch.

Dispatch keeps your entire operation in sync by providing a centralized Flight Status Board that is 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/

FLIGHT STATUS BOARD

The Flight Status Board displays 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 flight statuses.

To view the Flight Status board:

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

New Flight

Flights

AutoDispatch

Settings

API Console

Filing status

Filter by time

Created by

Watch list

Search

Refresh

All

Last 30 days

Dispatch, Scheduling, Pilot, Service provider

ETD ↓	AIRCRAFT	DEP	DEST	RELEASED	PIC	CREATED BY	STATUS	TRACKING	TAGS	ACTIONS
Mar 07, 23:50Z / 17:50 CST	N456FF / FF2 (C56X)	KAUS	KHOU	Released	tom_techwriting+busiperfusa@te...	Dispatch	Not Filed REJ			<div>⚠ Edit More ▾</div>
Mar 07, 23:00Z / 17:00 CST	N1256FF (C25B)	KBNA	KASE	Auto-Release	tom_techwriting+busiperfusa@te...	Dispatch	Filed ACK - Cleared	<div>VIP</div>		<div>⚠ Edit More ▾</div>
Mar 05, 19:55Z / 11:55 PST	N456FF / FF2 (C56X)	KPDIX	KAUS	Not Released	N/A	Dispatch	Not Filed			<div>⚠ Edit More ▾</div>
Mar 05, 21:00Z / 13:00 PST	GLF500 (GA5C)	KSFO	KTEB	Not Released	N/A	Dispatch	Not Filed			<div>Edit More ▾</div>
Mar 05, 19:30Z / 11:30 PST	GLF500 (GA5C)	KOAK	KSFO	Not Released	N/A	Dispatch	Not Filed			<div>Edit More ▾</div>
Mar 05, 17:10Z / 11:10 CST	N1256FF (C25B)	KDAL	KBNA	Not Released	N/A	Dispatch	Not Filed			<div>Edit More ▾</div>
Mar 05, 14:55Z / 08:55 CST	N456FF / FF2 (C56X)	KHOU	KPDIX	Not Released	N/A	Dispatch	Not Filed			<div>Edit More ▾</div>
Mar 04, 19:40Z / 20:40 CET	N654FF / PATRIOT (GLEK)	EKCH	GCLP	Not Released	N/A	Dispatch	Not Filed			<div>⚠ Edit More ▾</div>
Mar 04, 18:05Z / 12:05 CST	N123MH (E55P)	KLBB	KCPR	Not Released	N/A	Dispatch	Not Filed			<div>Edit More ▾</div>
Feb 23, 01:00Z / Feb 22, 19:00 CST	N456FF / FF2 (C56X)	KTIME	KAMA	-	tom_techwriting+busiperfusa@te...	Pilot / tom_techwriting+busiperfusa@test.co	Not Filed			<div>Edit More ▾</div>
Feb 16, 16:00Z / 10:00 CST	N7922M (B350)	F82	KGGG	Not Released	N/A	Dispatch	Not Filed			<div>Edit More ▾</div>
Feb 08, 16:55Z / 11:55 EST	N456FF / FF2 (C56X)	KCLT	KHOU	Released	tom_techwriting+busiperfusa@te...	Dispatch	Not Filed			<div>⚠ Edit More ▾</div>
Feb 07, 21:15Z / 13:15 PST	N7922M / FF1 (B350)	KSUU	KDMA	Released	techwriting+mbone@gmail.com	Pilot / Account	Not Filed	<div>2</div>		<div>Edit More ▾</div>
Feb 07, 20:45Z / 14:45 CST	N7922M / FF1 (B350)	KLBB	KABQ	Released	mark@foreflight.com	FSP / Account	Not Filed			<div>Edit More ▾</div>
Feb 07, 16:55Z / 11:55 EST	N456FF / FF2 (C56X)	KBOS	KCLT	Released	tom_techwriting+busiperfusa@te...	Dispatch	Not Filed			<div>⚠ Edit More ▾</div>
Feb 06, 22:55Z / 16:55 CST	N456FF / FF2 (C56X)	KHOU	KBOS	Released	tom_techwriting+busiperfusa@te...	Dispatch	Not Filed			<div>Edit More ▾</div>

Flight Status Board

2. FLIGHT STATUS BOARD

2.1 Flight Status Board Layout

The Flight Status Board is divided into two sections. 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. To sort flights:

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.

New Flight

Filing status
All

Filter by time
Last 30 days

Filter by
Dispatch, Scheduling, Pilot, Service provider

Search

Refresh

Search and Filter Section

Flights Table

ETD ↓	AIRCRAFT	DEP	DEST	RELEASED	PIC	CREATED BY	STATUS	TRACKING	TAGS	ACTIONS
Mar 07, 23:50Z / 17:50 CST	N456FF / FF2 (C56X)	KAUS	KHOU	Released	tom_techwriting+busiperfusa@re...	Dispatch	Not Filed REJ			⚠ Edit More ▼
Mar 07, 23:00Z / 17:00 CST	N1256FF (C25B)	KBNA	KASE	Auto-Release	tom_techwriting+busiperfusa@re...	Dispatch	Filed ACK - Cleared		VIP	⚠ Edit More ▼
Mar 06, 19:55Z / 11:55 PST	N456FF / FF2 (C56X)	KPDX	KAUS	Not Released	N/A	Dispatch	Not Filed			⚠ Edit More ▼
Mar 05, 21:00Z / 13:00 PST	GLF500 (GA5C)	KSFO	KTEB	Not Released	N/A	Dispatch	Not Filed			⚠ Edit More ▼
Mar 05, 19:30Z / 11:30 PST	GLF500 (GA5C)	KOAK	KSFO	Not Released	N/A	Dispatch	Not Filed			⚠ Edit More ▼
Mar 05, 17:10Z / 11:10 CST	N1256FF (C25B)	KDAL	KBNA	Not Released	N/A	Dispatch	Not Filed			⚠ Edit More ▼
Mar 05, 14:55Z / 08:55 CST	N456FF / FF2 (C56X)	KHOU	KPDX	Not Released	N/A	Dispatch	Not Filed			⚠ Edit More ▼
Mar 04, 19:40Z / 20:40 CET	N654FF / PATRIOT (GLEK)	EKCH	GCLP	Not Released	N/A	Dispatch	Not Filed			⚠ Edit More ▼
Mar 04, 18:05Z / 12:05 CST	N123MH (E55P)	KLBB	KCPR	Not Released	N/A	Dispatch	Not Filed			⚠ Edit More ▼
Feb 23, 01:00Z / Feb 22, 19:00 CST	N456FF / FF2 (C56X)	KTME	KAMA	-	tom_techwriting+busiperfusa@re...	Pilot / tom_techwriting+busiperfusa@test.co	Not Filed			⚠ Edit More ▼
Feb 16, 16:00Z / 10:00 CST	N7922M (B350)	F82	KGGG	Not Released	N/A	Dispatch	Not Filed			⚠ Edit More ▼
Feb 08, 16:55Z / 11:55 EST	N456FF / FF2 (C56X)	KCLT	KHOU	Released	tom_techwriting+busiperfusa@re...	Dispatch	Not Filed			⚠ Edit More ▼
Feb 07, 21:15Z / 13:15 PST	N7922M / FF1 (B350)	KSLU	KDMA	Released	techwriting+mtbone@gmail.com	Pilot / Account	Not Filed			⚠ Edit More ▼
Feb 07, 20:45Z / 14:45 CST	N7922M / FF1 (B350)	KLBB	KABQ	Released	mark@foreflight.com	FSP / Account	Not Filed			⚠ Edit More ▼
Feb 07, 16:55Z / 11:55 EST	N456FF / FF2 (C56X)	KBOS	KCLT	Released	tom_techwriting+busiperfusa@re...	Dispatch	Not Filed			⚠ Edit More ▼
Feb 06, 22:55Z / 16:55 CST	N456FF / FF2 (C56X)	KHOU	KBOS	Released	tom_techwriting+busiperfusa@re...	Dispatch	Not Filed			⚠ Edit 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**.

NCL650A / FF123 (CL60)

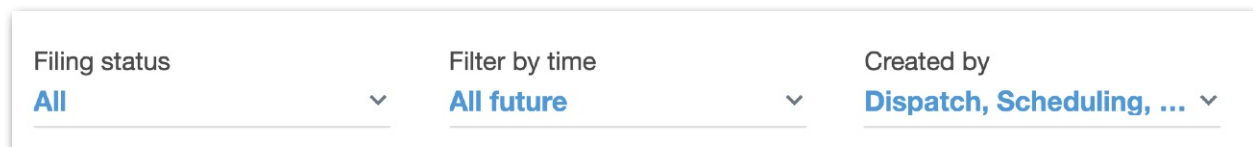
Aircraft Field

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.

The various filtering options are discussed later in this section.



The image shows a horizontal bar containing three dropdown menus. The first menu is labeled 'Filing status' and has 'All' selected. The second menu is labeled 'Filter by time' and has 'All future' selected. The third menu is labeled 'Created by' and has 'Dispatch, Scheduling, ...' selected. Each menu has a small downward arrow icon to its right.

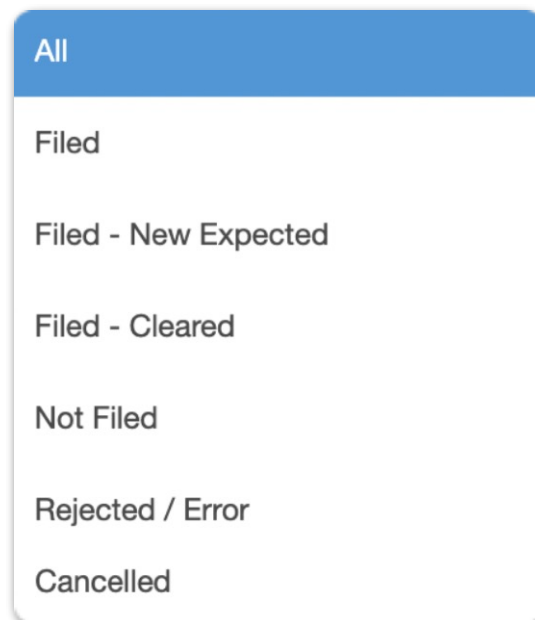
Flight Status Board - Filter Dropdown Menus

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.



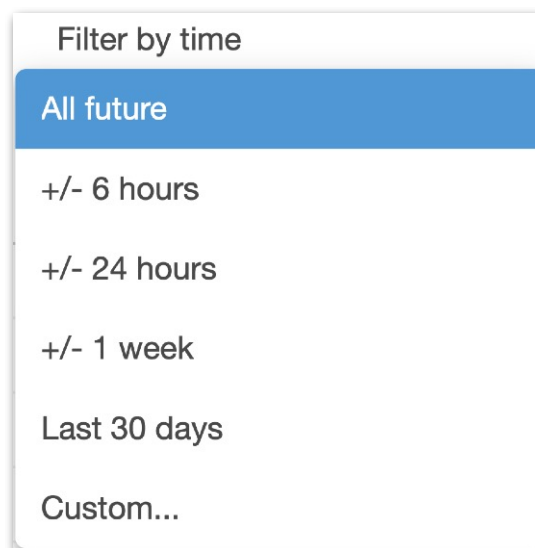
Filing Status filter options

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	<input checked="" type="checkbox"/>
Scheduling	<input checked="" type="checkbox"/>
Pilot	<input checked="" type="checkbox"/>
Service provider	<input checked="" type="checkbox"/>

Origin filter options

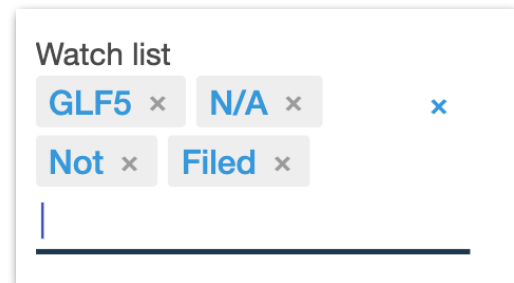
2. FLIGHT STATUS BOARD

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)



Watch list

GLF5 x N/A x x

Not x Filed x

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

x

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

FF123 x

Search

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 ▾

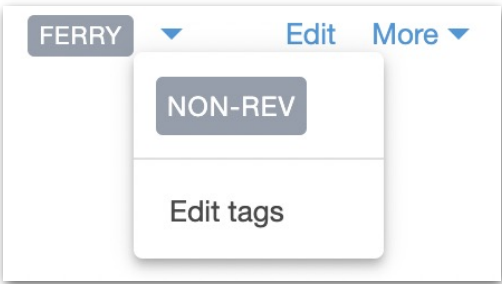
Filtering by Trip ID

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.

To add a tag using the Flight Status Board, click **More > Add tags**.

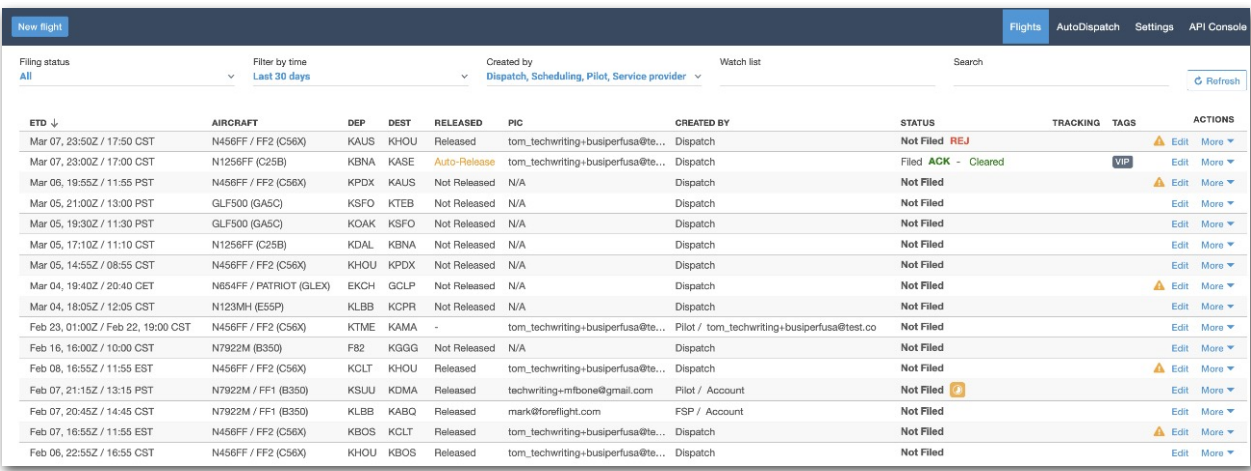


Flight with Multiple Tags

2. FLIGHT STATUS BOARD

2.6 Flight Table Data

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



ETD ↓	AIRCRAFT	DEP	DEST	RELEASED	PIC	CREATED BY	STATUS	TRACKING	TAGS	ACTIONS
Mar 07, 23:50Z / 17:50 CST	N456FF / FF2 (C56X)	KAUS	KHOU	Released	tom_techwriting+busiperfusa@te...	Dispatch	Not Filed REJ			⚠ Edit More ▾
Mar 07, 23:00Z / 17:00 CST	N1256FF (C25B)	KBNA	KASE	Auto-Release	tom_techwriting+busiperfusa@te...	Dispatch	Filed ACK - Cleared		VIP	⚠ Edit More ▾
Mar 06, 19:55Z / 11:55 PST	N456FF / FF2 (C56X)	KPDJ	KAUS	Not Released	N/A	Dispatch	Not Filed			⚠ Edit More ▾
Mar 05, 21:00Z / 13:00 PST	GLF500 (GA5C)	KSFO	KTEB	Not Released	N/A	Dispatch	Not Filed			⚠ Edit More ▾
Mar 05, 19:30Z / 11:30 PST	GLF500 (GA5C)	KOAK	KSFO	Not Released	N/A	Dispatch	Not Filed			⚠ Edit More ▾
Mar 05, 17:10Z / 11:10 CST	N1256FF (C25B)	KDAL	KBNA	Not Released	N/A	Dispatch	Not Filed			⚠ Edit More ▾
Mar 05, 14:55Z / 08:55 CST	N456FF / FF2 (C56X)	KHOU	KPDJ	Not Released	N/A	Dispatch	Not Filed			⚠ Edit More ▾
Mar 04, 19:40Z / 20:40 CET	N654FF / PATRIOT (GLEQ)	EKCH	GCLP	Not Released	N/A	Dispatch	Not Filed			⚠ Edit More ▾
Mar 04, 18:05Z / 12:05 CST	N123MH (E55P)	KLBB	KCPR	Not Released	N/A	Dispatch	Not Filed			⚠ Edit More ▾
Feb 23, 01:00Z / Feb 22, 19:00 CST	N456FF / FF2 (C56X)	KTME	KAMA	-	tom_techwriting+busiperfusa@te...	Pilot / tom_techwriting+busiperfusa@test.co	Not Filed			⚠ Edit More ▾
Feb 16, 16:00Z / 10:00 CST	N7922M (B350)	F82	KGGG	Not Released	N/A	Dispatch	Not Filed			⚠ Edit More ▾
Feb 08, 16:55Z / 11:55 EST	N456FF / FF2 (C56X)	KCLT	KHOU	Released	tom_techwriting+busiperfusa@te...	Dispatch	Not Filed			⚠ Edit More ▾
Feb 07, 21:15Z / 13:15 PST	N7922M / FF1 (B350)	KSUU	KDMA	Released	techwriting+mbone@gmail.com	Pilot / Account	Not Filed ?			⚠ Edit More ▾
Feb 07, 20:45Z / 14:45 CST	N7922M / FF1 (B350)	KLBB	KABQ	Released	mark@foreflight.com	FSP / Account	Not Filed			⚠ Edit More ▾
Feb 07, 16:55Z / 11:55 EST	N456FF / FF2 (C56X)	KBOS	KCLT	Released	tom_techwriting+busiperfusa@te...	Dispatch	Not Filed			⚠ Edit More ▾
Feb 06, 22:55Z / 16:55 CST	N456FF / FF2 (C56X)	KHOU	KBOS	Released	tom_techwriting+busiperfusa@te...	Dispatch	Not Filed			⚠ Edit More ▾

Flight Table

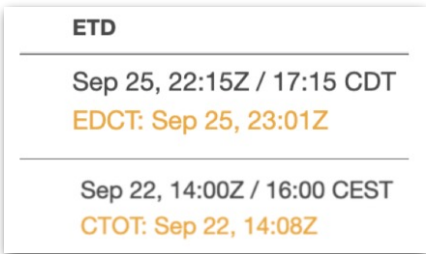
2.6.1 ETD

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. Archived flights can be viewed, but not edited or deleted. 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.

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 (less than 500 ft ceilings and/or less than 1 statute mile visibility) are expected to exist at the departure airport near the ETD or the destination airport near the ETA, a **LIFR** flag is displayed to the right of the airport 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

X07 - 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

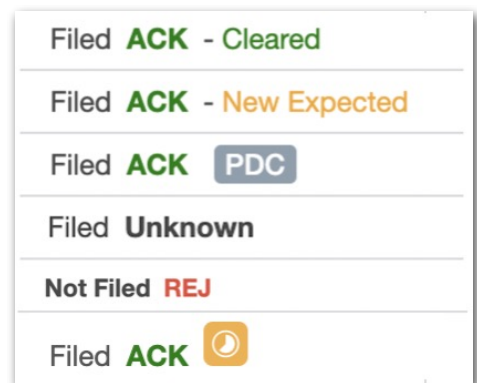
The Filing Status column depicts the flight plan's filing status, ATC messages, and if a flight has an Active Navlog in progress. The Filing Statuses are:

- **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 back to Filed.
- Active Navlog in progress indicated by: 

ATC Messages

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

- **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.
- **EAPIS** is displayed when EAPIS has been submitted and accepted.
- **EAPIS** is displayed when EAPIS has been started but not yet submitted and accepted.
- **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.



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 canceled. However, if a canceled flight plan is re-filed, then the ACK message will disappear until the flight plan is again acknowledged by ATC.

2.6.8 Tracking

The Tracking column shows the progress bar of a live flight with a blue or green bar with “Landed” when complete. Clicking on the progress bar will open the flight in Tracking

TRACKING	TAGS	ACTIONS
<div><div></div></div>	Landed	Edit More ▾
<div><div></div></div>		Edit More ▾

Tracking Progress

2. FLIGHT STATUS BOARD

2.6.9 Tags

The Tags column displays **Tags** and **Trip IDs**. Clicking a Tag or Trip ID 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

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 tags menu.
3. Manually edit the trip Id or tag.
4. Click **Update**.

Flight tags

Trip ID

XC FFL1

Tags

CONNECT x

Press Enter to add tag

Close

Update

Flight tags menu

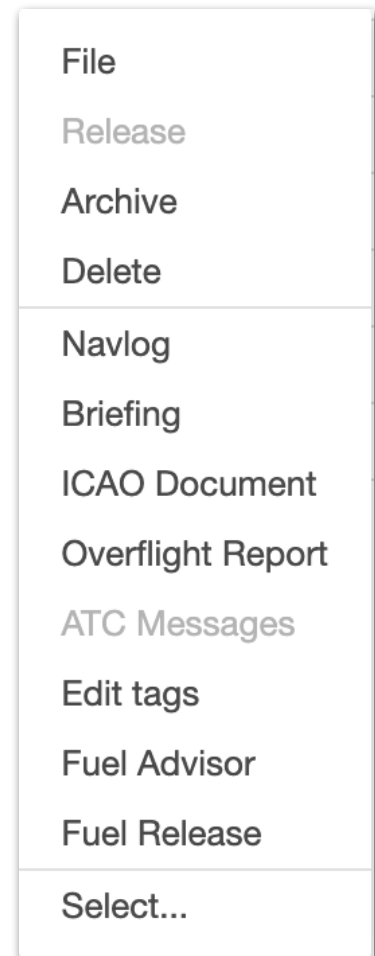
2. FLIGHT STATUS BOARD

2.6.10 Action Buttons

To the right of every flight, there are **Edit** and **More** action 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 visible for flights that have not yet been filed. **File** submits the flight plan to ATC.
- **Cancel** is depicted after a flight plan has been filed. This option 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 to the assigned crew.
- **Archive** locks the flight from editing.
- **Delay** (only shown if a flight plan has been filed) is equivalent to amending and re-filing a flight plan with a later ETD.
- **Delete** 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.
- **ATC Messages** displays a pop-up with **ATC messages** that have been received for the flight.
- **Add / Edit Tags** allows **flight tags** to be added or edited.
- **Fuel Advisor** opens **Fuel Advisor** for the flight.
- **Select** reveals checkboxes allowing **multi-flight briefings**.





Action Buttons

2. FLIGHT STATUS BOARD

2.6.11 Warning Icon

If a flight generates an error or warning for W&B, RWA, en-route performance, or filing, a message will be displayed on the top of the [Flight Summary page](#), and a warning icon will display on the Flight Status Board page to the left of the [Edit](#) ACTIONS button. To view the associated message, hover the cursor over the warning icon.

STATUS	TAGS	ACTIONS		
Not Filed			Edit	More ▼
Not Filed REJ	FF1234 ▼		Edit	More ▼

RNAV procedure CONNR7 requires an ICAO flight plan indicating RNAV 1 PBN capability. We suggest using PBN code D2 and Equipment codes including 'G' and 'R' if your aircraft equipment qualifies.

Warning Icon with Message

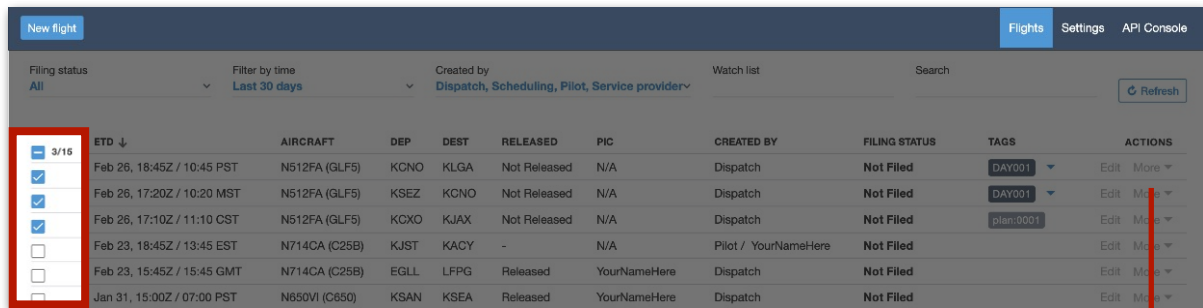
2. FLIGHT STATUS BOARD

2.7 Generating Multi-Flight Briefings

Dispatch can generate a single briefing for up to five flights. Multi-flight briefings are opened in a new browser window and can be downloaded, printed, or shared using the browser's PDF viewer tools.

To generate a multi-flight briefing:

1. Filter the Flight Status Board as desired (optional).
2. Under the Actions column, click **More** > **Select**. Once a flight has been selected, checkboxes appear on the left side of the Flight Status Board allowing multiple flights to be selected. A maximum of five flights can be selected when generating a briefing.
3. Check the boxes for each flight to be included in the briefing or check the box at the top of the list to select all displayed flights.
4. Select **Generate Briefing** near the bottom of the screen.



The screenshot shows the Flight Status Board interface. At the top, there are tabs for 'New flight', 'Flights', 'Settings', and 'API Console'. Below the tabs are filters for 'Filing status' (All), 'Filter by time' (Last 30 days), 'Created by' (Dispatch, Scheduling, Pilot, Service provider), and a 'Watch list' section. A 'Search' bar and a 'Refresh' button are also present. The main table lists flights with columns: ETD, AIRCRAFT, DEP, DEST, RELEASED, PIC, CREATED BY, FILING STATUS, TAGS, and ACTIONS. On the left side of the table, there is a vertical list of checkboxes for selecting flights. The first three flights are selected, indicated by blue checkmarks. The first checkbox is highlighted with a red box. The ACTIONS column for each flight shows 'Edit' and 'More' options. The 'More' option is highlighted with a red box.

ETD ↓	AIRCRAFT	DEP	DEST	RELEASED	PIC	CREATED BY	FILING STATUS	TAGS	ACTIONS
Feb 26, 18:45Z / 10:45 PST	N512FA (GLF5)	KCNO	KLGA	Not Released	N/A	Dispatch	Not Filed	DAY001	Edit More
Feb 26, 17:20Z / 10:20 MST	N512FA (GLF5)	KSEZ	KCNO	Not Released	N/A	Dispatch	Not Filed	DAY001	Edit More
Feb 26, 17:10Z / 11:10 CST	N512FA (GLF5)	KCXO	KJAX	Not Released	N/A	Dispatch	Not Filed	plan0001	Edit More
Feb 23, 18:45Z / 13:45 EST	N714CA (C25B)	KJST	KACY	-	N/A	Pilot / YourNameHere	Not Filed		Edit More
Feb 23, 15:45Z / 15:45 GMT	N714CA (C25B)	EGLL	LFPG	Released	YourNameHere	Dispatch	Not Filed		Edit More
Jan 31, 15:00Z / 07:00 PST	N850VI (C650)	KSAN	KSEA	Released	YourNameHere	Dispatch	Not Filed		Edit More

Checkbox

Actions
Column

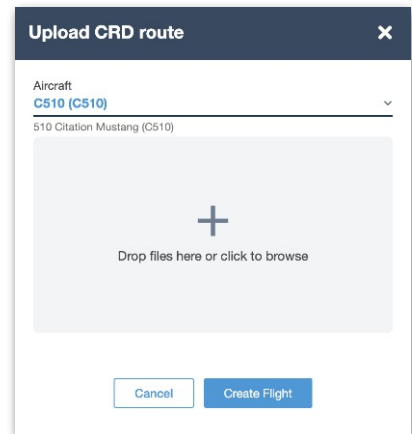
2. FLIGHT STATUS BOARD

2.8 Importing CRD Files

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

Flight Tracking

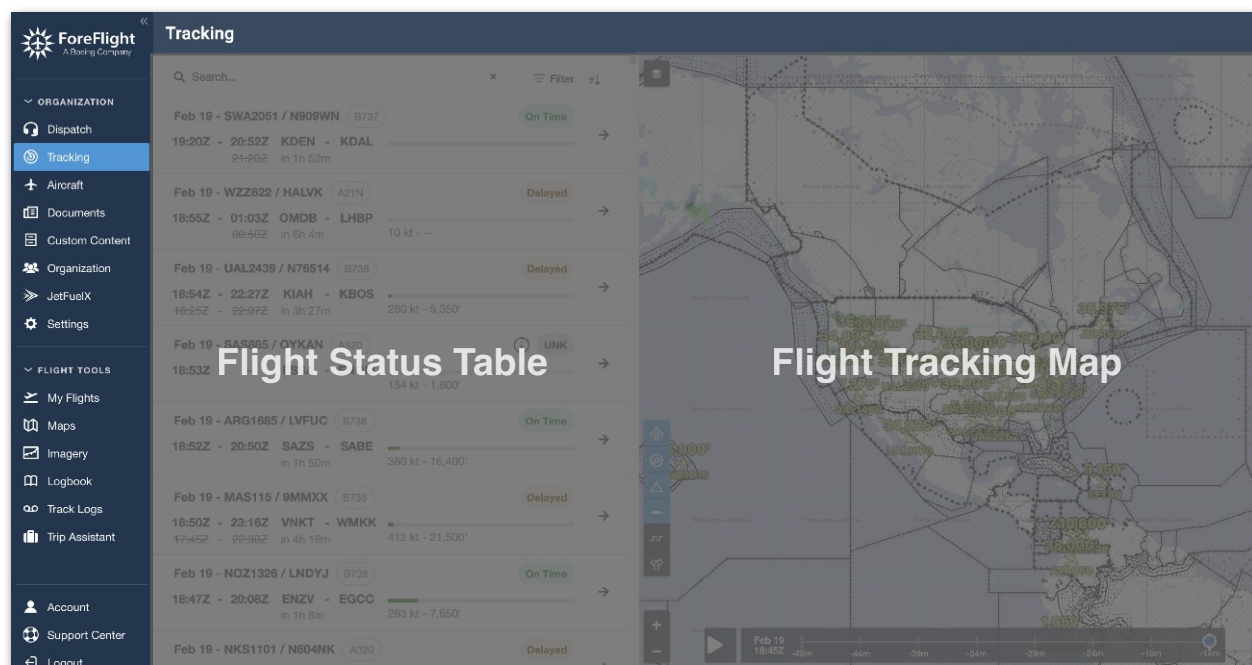
Flight Tracking enables fleet operators to monitor the real-time positions and flight statuses of their entire fleet on a single map. This map includes interactive weather overlays to facilitate the assessment of potential flight impacts caused by weather conditions.

Operators can see in-depth information for any tracked flight, including current flight status and estimated arrival time, position display sourced from ADS-B and datalink, as well as comparisons between actual and planned speed and altitude on charts.

Flight Tracking requires a Dispatch license with a per-tail add-on and is available with regional or global coverage.

3.1 Flight Tracking Main Page Layout

The Flight Tracking page is divided into two sections, the **Flight Status Table** and the **Flight Tracking Map**. Each of these is presented in more detail below.



Tracking Main Page

3. FLIGHT TRACKING

3.2 Flight Tracking Status Table

The Flight Status Table provides real-time information on the progress of a tracked flight. The top of the table has a search field and filter options that allow a user to display specific flights and order them according to the defined criteria. If a flight is selected, it becomes highlighted in blue, and the map will center on the aircraft symbol.

Q Search...	x	Filter	⇅
Feb 19 - SWA1346 / N8547V	B738	On Time	→
19:51Z - 20:46Z	KLAS - KSAN	3 kt - -150'	
19:30Z			
Feb 19 - SCX3045 / N7901A	B738	On Time	→
19:50Z - 21:22Z	KCVG - KMSP	13 kt - 750'	
19:40Z			
Feb 19 - AAL654 / N317PG	B738	On Time	→
19:50Z - 23:21Z	KJFK - KDFW	420 kt - 38,000'	
19:30Z - 23:50Z	in 1h 37m		

Flight Status Table

3.2.1 Flight Status Table Search Bar

The search bar at the top of the Status Table allows a user to search flights with specific criteria, such as the aircraft call sign, departure airport, and type of aircraft, then sort them using the **Filter** and **Sort** buttons.

Q Search...

x

Filter

⇅

Search Bar

Filters

x

Sort by

☐ Aircraft registration

☐ Aircraft type

☐ Arrival airport

☐ Arrival time

☐ Departure airport

☒ Departure time

Search field allows a user to enter flight information, such as aircraft callsign, tail number, or departure airport, to narrow the results displayed on the Flight Status Table.

Filter determines the field that will be used to order flights on the Flight Status Table.

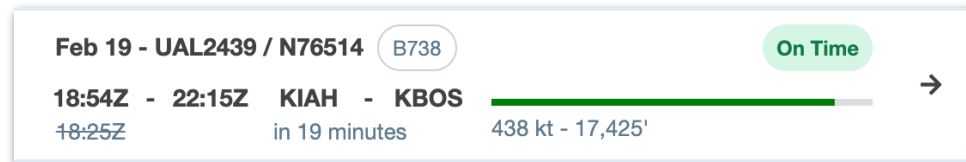
Sort will order the flights on the Flight Status Table based on the selected filter option and can be reversed by selecting the **Sort** button.

3. FLIGHT TRACKING

3.2.2 Aircraft Tracking Information

Tracked aircraft will display flight information on a flight status bar. An example of a Flight Status Bar is shown below with each field defined.

NOTE: Only data received from onboard transmitters will be displayed on a flight Status Bar. If no information is available for a particular field, it will not be displayed



Flight Status Bar

Date - Lists the date of an active flight, or if completed, the date the flight was performed.

Callsign - Aircraft callsign.

Tail Number - The tail number of the aircraft.

Aircraft Type - Lists a four-digit aircraft type.

Departure Time - The actual departure time will be listed in bold. The scheduled time will be listed and crossed through if it is different than the actual departure time.

Arrival Time - If a flight is in progress, the estimated arrival time will be displayed. When the aircraft has landed the actual arrival time will be displayed and if different than the scheduled time, the scheduled time will be crossed through.

Departure Airport - The airport the aircraft is scheduled to depart or has departed.

Destination Airport - The airport the aircraft is scheduled to arrive at. Enroute changes to the destination will not show on the Status Bar but will be displayed on the route.

Estimated Time Remaining - The estimated time en route will be displayed below the departure/destination airports.

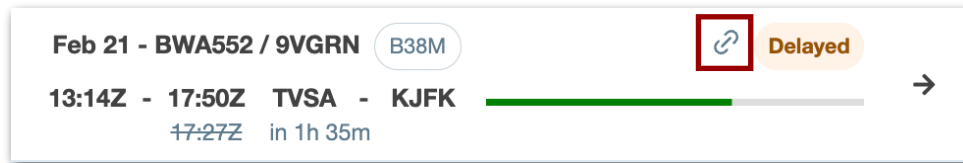
Progress Bar - The progress bar is a visual representation of the progress of a flight. A green bar will progressively fill the bar until the aircraft has landed.

Airspeed - List the current airspeed.

Altitude - Lists the current altitude.

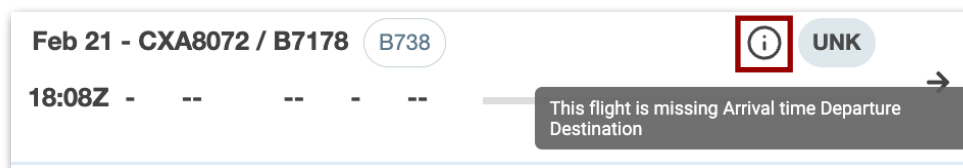
3. FLIGHT TRACKING

Hyperlink Symbol - If a flight has been planned in Dispatch, it will show a hyperlink symbol. When selected, it will open the flight in the flight in Dispatch.



Hyperlink Symbol

Information Symbol - Hovering the cursor over the information symbol will show flight data that is missing from the Status Board.



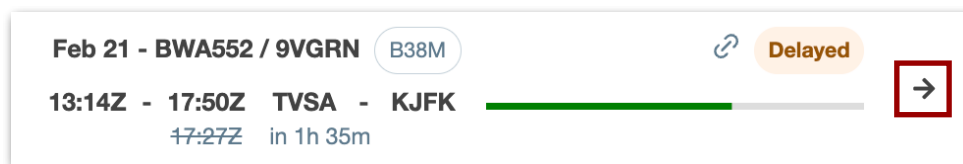
Information Symbol

Status - The aircraft status will change to show the current status of the aircraft.

- **On-Time** - The aircraft is on schedule based on planned departure and arrival times.
- **Landed** - An aircraft that landed with a green bubble was on time. An aircraft with an orange bubble was delayed.
- **Delayed** - Is displayed when an aircraft takes off after the scheduled departure time or will arrive 10 minutes or more after the scheduled ETA.
- **UNK** - Is displayed when data is missing on the Flight Status Bar.

NOTE: The status of a flight may change while enroute if delays or encountered or favorable tailwinds are present.

More Detail Arrow - Selecting the **More Detail** arrow will open the Flight Details page, which includes more flight details, such as airspeed and altitude graphs.

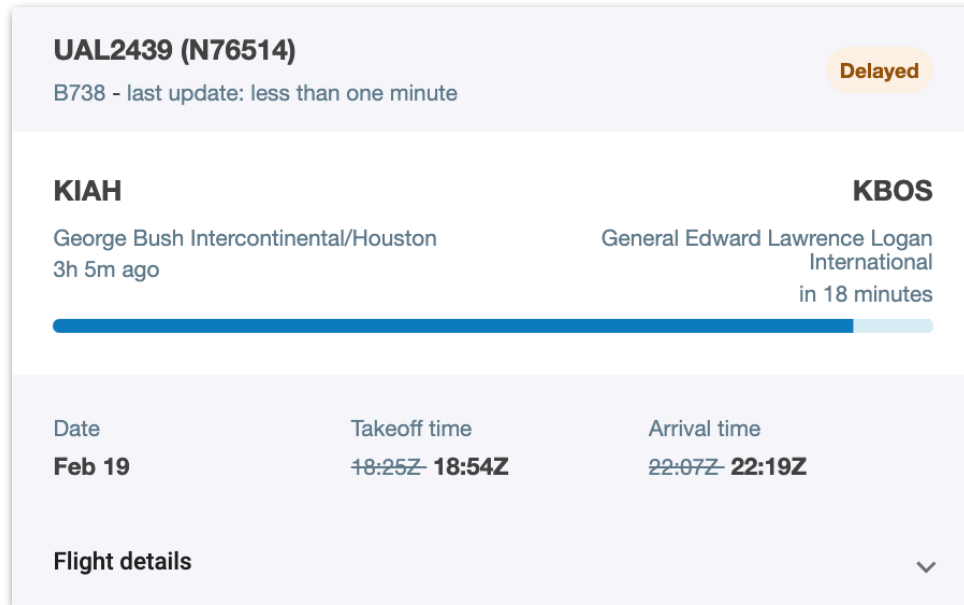


More Details Symbol

3. FLIGHT TRACKING

3.2.3 Flight Details Page

The Flight Details Page has three sections on the top of the page; aircraft information, flight progress, and date/time.



Additional Flight Details

Aircraft Information

The aircraft details section will display the aircraft call sign, tail number, type, last update, and flight status.

Flight Progress

The flight progress section will display the airport identifier, the full name of the departure and destination airports, the time elapsed from departure, the time remaining until arrival, and a flight progress bar.

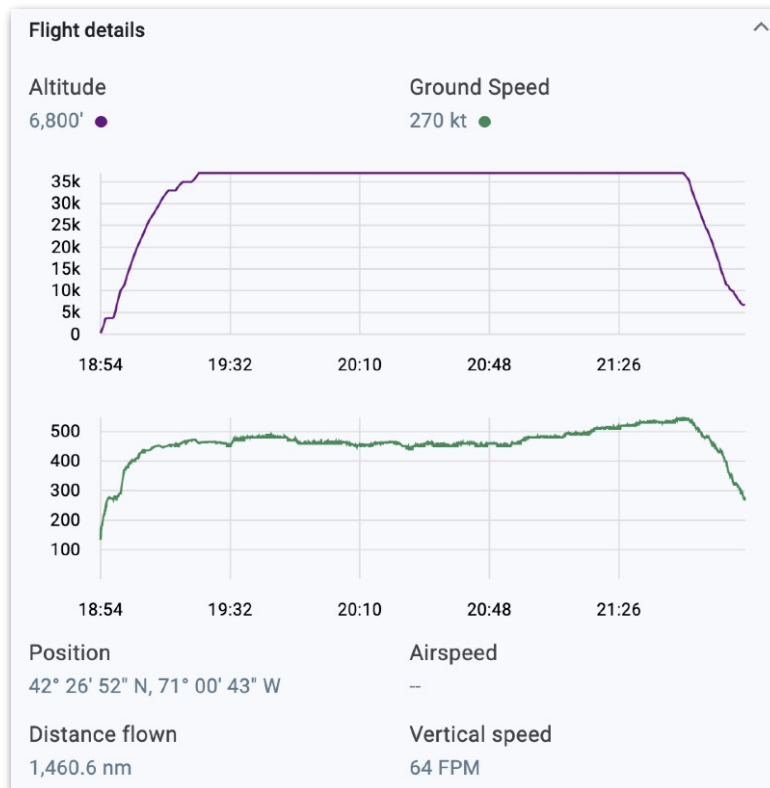
Date/Time

The date/time section will display the date of the flight, the actual takeoff time in bold and planned crossed out if different, and the estimated arrival time in bold with the planned arrival time crossed out if different.

3. FLIGHT TRACKING

Flight Details Tab

The Flight Details section opens when the **More Details** arrow is selected. A new section opens and displays flight detail graphs with additional information described below.



Flight Details Expanded View

Altitude Chart - The altitude chart is the first chart and shows a magenta line representing an in-progress or completed flight. The current altitude is displayed above the chart. The altitude can be read anywhere on the graph by hovering the cursor at a point on the graph.

Groundspeed Chart - The groundspeed chart is displayed below the altitude chart and shows a green line representing an in-progress or completed flight. The current groundspeed is displayed above the altitude chart. The groundspeed can be read anywhere on the graph by hovering the cursor at a point on the graph.

Position - Current latitude/longitude.

Airspeed - Current airspeed in knots.

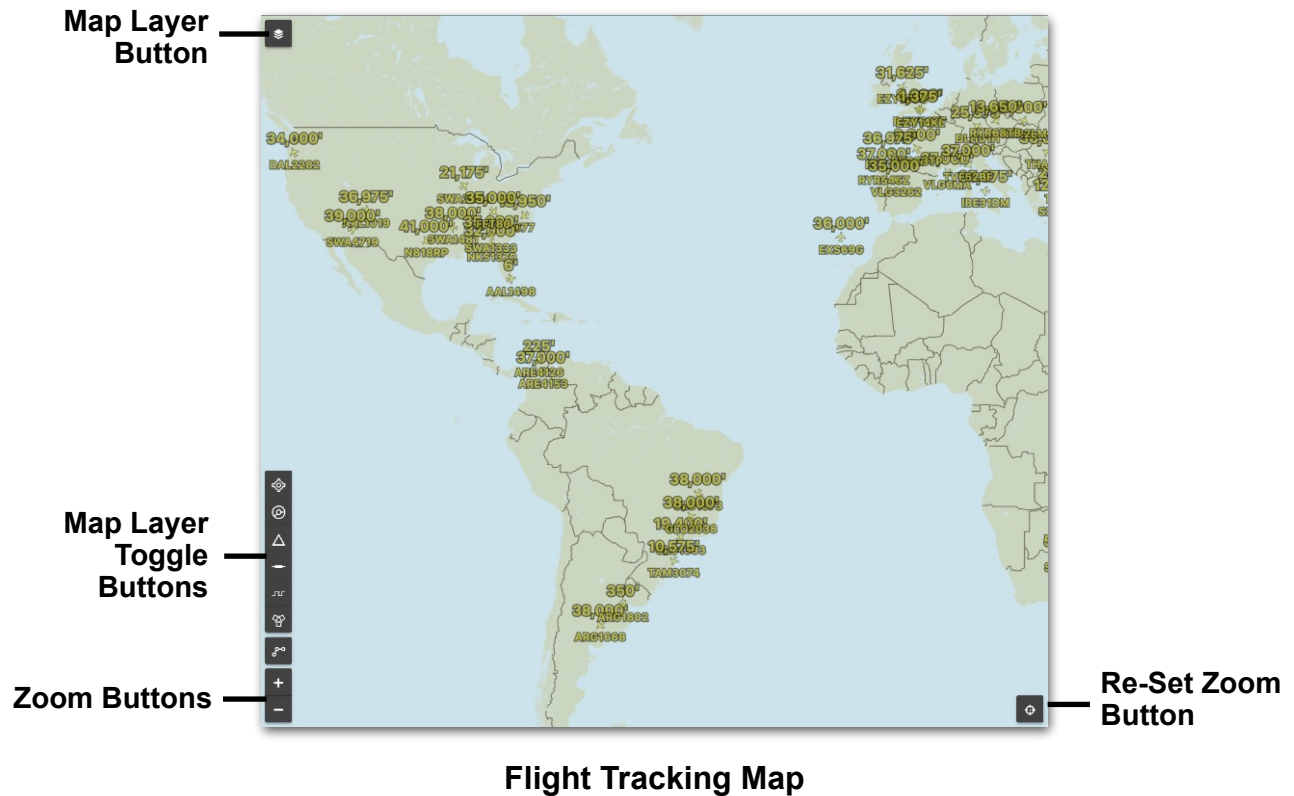
Distance Flown - Total distance flown from the departure point.

Vertical Speed - Vertical speed in feet per minute (FPM).

3. FLIGHT TRACKING

3.3 Flight Tracking Map

The Flight Tracking map displays all of the aircraft that are shown on the Flight Status Table. When an aircraft is selected on the Flight Status Table, the map will center on that aircraft.



3.3.1 Map Customization

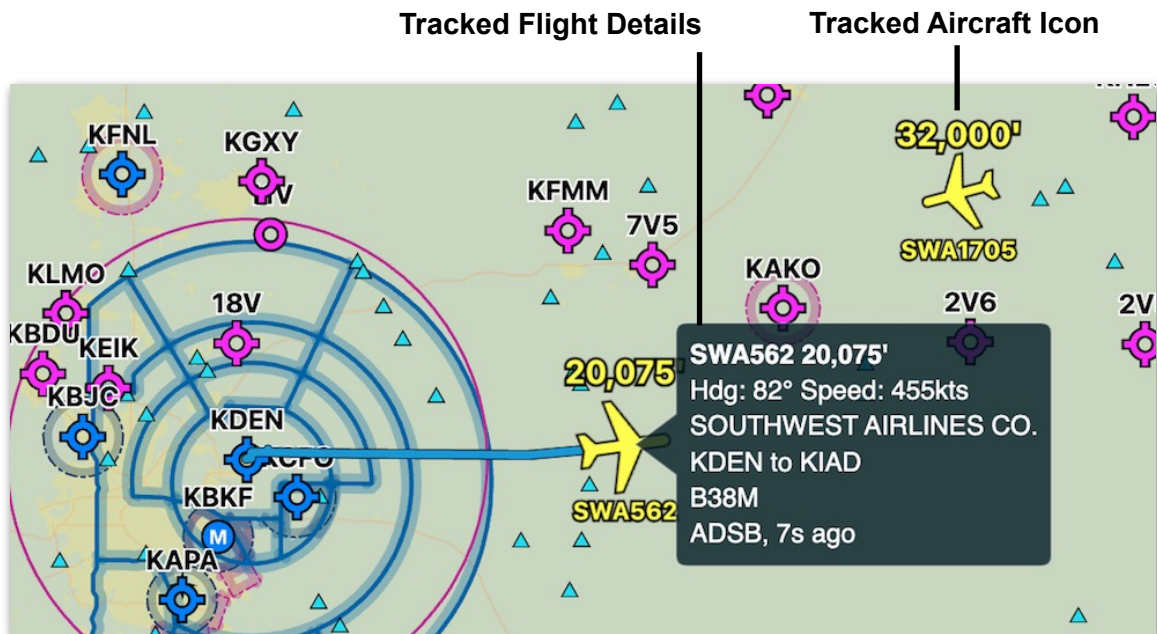
The following toggle buttons are available to customize the map view. Select the links to view more details

- **Map Layer** button
- **Map Settings**
- **Map Layer Toggle** buttons
- **Zoom Buttons** - Zoom the map in or out
- **Re-Set Zoom Button** - Will reset the zoom setting if selected after zooming in or out.

3. FLIGHT TRACKING

3.3.2 Aircraft Icon

The aircraft on the map page displays the current altitude and callsign. If the aircraft icon is selected, a window opens to show more flight details.



Tracked Aircraft Icons and Flight Details

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.

4. AIRCRAFT

4.1 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 GLOBAL		Call Sign Optional	Serial Number Optional	Aircraft Type Global 6500 (GLEX) BR700-710D5-21	
Primary Color White	Color 2 Optional	Color 3 Optional	Color 4 Optional	Aircraft Category Airplane	Aircraft Home KAUS
Airspeed Units Knots	Length Units Inches		CBP Decal Number Optional		

Aircraft General Section

Tail Number specifies the registration number, including the country code for the aircraft. Use only letters and numbers in the Tail Number field.

Call Sign allows the use of a unique identifier and should only be used when the aircraft has been issued one. Call Sign supports seven alpha-numeric characters.

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.

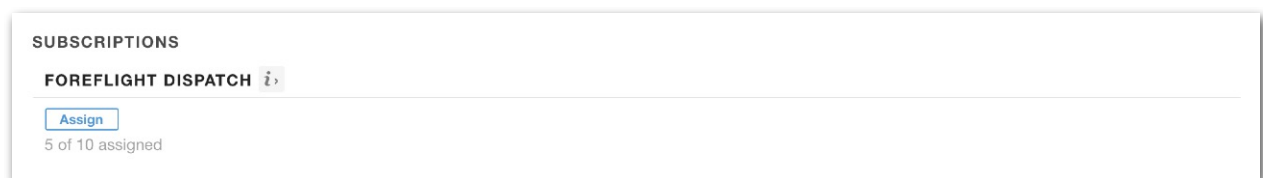
Length Units specifies if the aircraft's W&B uses Inches, Feet, Meters, Millimeters, or Centimeters.

4. AIRCRAFT

4.2 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.

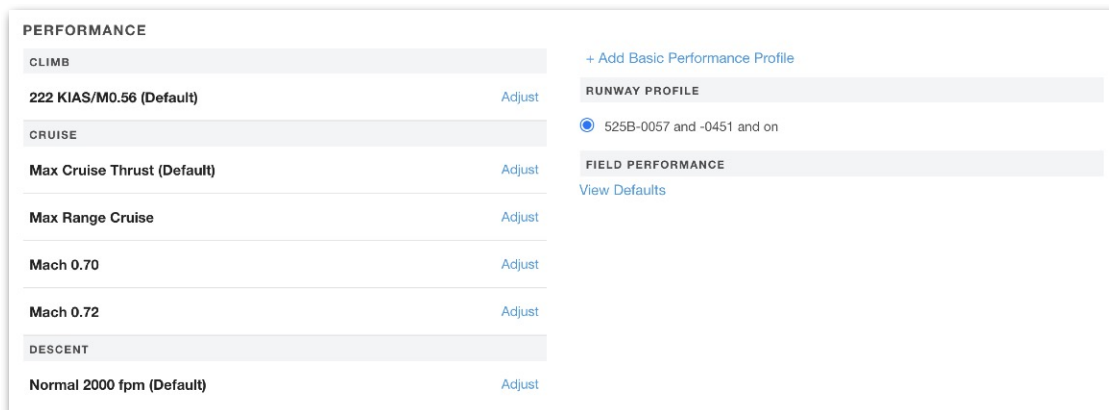
To remove a Dispatch license from an aircraft, click [Cancel](#). Canceling a Dispatch license results in an account credit for the unused time on that aircraft's subscription.



Aircraft - Subscription Section

4.3 Performance

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



Aircraft Performance Section

4. AIRCRAFT

4.3.1 Climb/Descent Model Adjustments

Clicking **Adjust** in the *climb* or *descent* section allows you to modify climb or descent performance by a specific time or fuel amount. For the purpose of this feature, a climb begins at the departure airport and ends at the top of climb waypoint. A descent begins at the top of descent waypoint and ends at the destination airport.

To determine how much bias to apply:

1. Plan a flight and generate a Navlog.
2. Conduct the flight and record actual time and fuel burn per waypoint.
3. Compare the actual results to the Navlog.

For optimal results, multiple flights should be conducted to discover if a trend exists. For example, if the aircraft consistently burns 100 pounds less than what is planned, add a -100 pound fuel bias to the climb model.

After determining how much bias to apply, enter a time or fuel bias and select **Apply** to adjust the planning results for subsequent flights.

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

4. AIRCRAFT

4.3.2 Aircraft with Multiple Climb or Descent Profiles

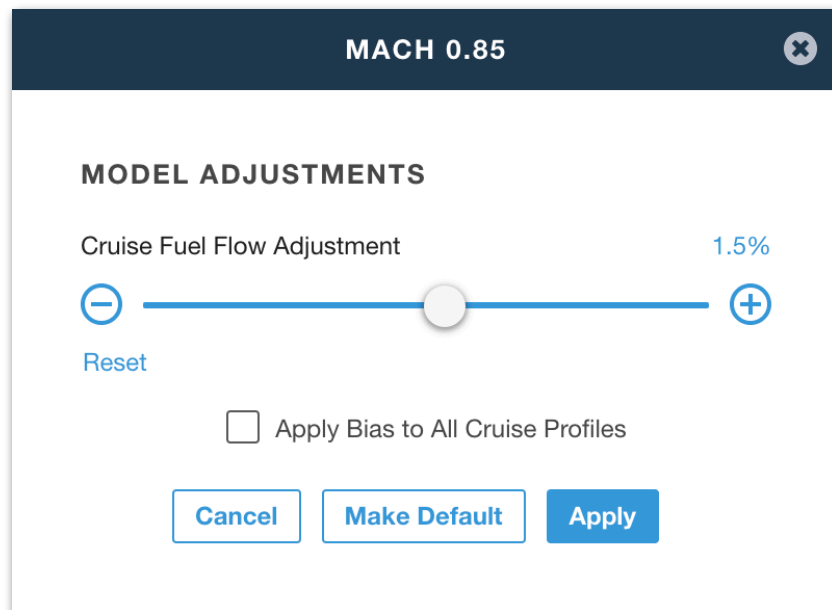
If your aircraft has more than one climb or descent profile, apply a bias to all profiles by selecting the **Apply Bias to All Climb/Descent Profiles** checkbox. To make a climb or descent profile the default, select **Made Default**.

4.3.3 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 "Cruise Fuel Flow Adjustment" is shown with a slider set to 1.5%. The slider has minus and plus icons at its ends. A "Reset" link is positioned below the minus icon. Underneath the slider is an unchecked checkbox labeled "Apply Bias to All Cruise Profiles". At the bottom, there are three buttons: "Cancel", "Make Default", and "Apply".

Cruise Performance Model Adjustment

4. AIRCRAFT

4.3.4 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 entries.

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

4. AIRCRAFT

4.3.5 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

4.3.6 Runway Analysis

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

Runway Analysis 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](#). See the [Runway Analysis chapter](#) for additional information.

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	▼

Runway Analysis Default Configuration

4. AIRCRAFT

4.4 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/

4.5 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

NOTE: The contact information listed above can be found in the User's section that is displayed in the Organization tab(see below).

Organization: YourNameHere | User: susan@foreflightdispatch.com

Full Name	Phone Number	Crew Code	Email Address	Roles
Susan Aviator	123-456-7890		susan@foreflightdispatch.com	Edit

DEVICE NAME | **MODEL** | **LAST UPDATED** | **IOS** | **APP**

No devices are currently signed in.

JEPPESEN COVERAGES

Q Search

COVERAGE	ACCOUNT	SERIAL	SEATS REMAINING	TAIL NUMBER
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.

4. AIRCRAFT

4.6 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.

4.7 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			
Final Level Off Altitude (FL)	Speed Profile		
100	AEO Max Range		
INITIAL LEVEL OFF			
Available Oxygen (Min)	Initial level off altitude (FL)		
30	250		
MEDICAL SCENARIO			
Medical Cruise Mode			
Max Speed Cruise			
GENERAL FUEL PARAMETERS			
APU Fuel Burn (lbs/hr)	Anti-Ice/Ice-Accretion %	Anti-Ice/Ice-Accretion Mode	ETP Reserve Time (Min)
0	0	Always	30
APU Fuel Burn Duration	ETP Fuel Bias %	Minimum ETP Landing Fuel (lbs)	
No APU fuel burn	0	0	

Aircraft - ETP Configuration

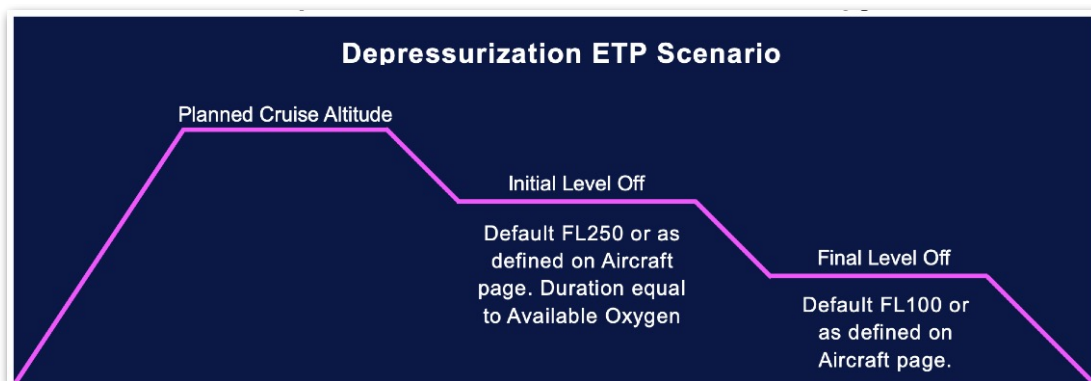
4. AIRCRAFT

4.7.1 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

4. AIRCRAFT

4.7.2 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 (AEO LRC/Engine Out)**- The depressurization profile that requires the most 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)

NOTE: 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.

4. AIRCRAFT

4.7.3 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

Medical Scenarios

4. AIRCRAFT

4.7.4 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) 0	Anti-Ice/Ice-Accretion % 0	Anti-Ice/Ice-Accretion Mode Always	ETP Reserve Time (Min) 0
ETP Fuel Bias % 0	Minimum ETP Landing Fuel (lbs) 0		

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.
- **Anti-Ice/Accretion Mode** specifies whether the Anti-Ice/Ice Accretion percentage described above is always applicable or only when icing is forecast. The calculations are applicable for the ETP diversion leg using forecast icing conditions.
- **ETP Reserve Time** 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.

4. AIRCRAFT

4.8 ETOPS

ETOPS (extended-range twin-engine operational performance standards) is a set of regulations that governs multi-engine transport category aircraft conducting extended overwater and remote area flights.

NOTE: To better reflect the scope and applicability of this regulation, ICAO has replaced the term ETOPS with extended diversion time operations (EDTO). Given the broad usage and familiarity of the term ETOPS, Dispatch continues to use this term where applicable.

The extended-range threshold is determined by the regulatory body, but it is usually considered to be any flight over a remote area that is more than 60 minutes from a suitable airport. Put simply, flights within 60 minutes of suitable en route alternate airports are not conducting extended-range operations and ETOPS compliance is not required.

To conduct extended-range flights, operators must acquire authorization from their governing body. A key component of an ETOPS authorization is its maximum diversion time which is the maximum time the aircraft can be from en route alternate airports. There are standard maximum deviation times at 75, 90, 120, and 180 minutes.

Each range has maintenance, training, and safety procedural requirements. The authorized maximum diversion time is entered into the aircraft profile and later displayed in the Interactive Map when flight planning. Instructions for **Adding ETOPS Range Information** can be found on the next page.

4. AIRCRAFT

4.8.1 Adding ETOPS Range Information

To use the **ETOPS contingency planning tool**, a minimum of one time and distance pair must be entered in the aircraft profile. If the aircraft has multiple ETOPS range authorizations, those can be entered in the aircraft profile as shown below.

ETOPS CALCULATIONS		
TIME RANGE (MIN)	DISTANCE RANGE (NM)	
180	1,050	Delete
207	1,207	Delete
+ Add new range		

Entering ETOPS Ranges

Determining Distance Range

In order to relate threshold and maximum diversion times to an area of geographic applicability, the time value must be converted into an equivalent distance value which is typically expressed as a still-air (zero wind) range in nautical miles based on an assumed diversion speed schedule.

This distance value is then used to construct diversion radius arcs around adequate airports to establish the non-ETOPS and ETOPS areas of operation. Refer to the aircraft's flight manual for diversion speed schedules when specifying its diversion range.

Adding Non-ETOPS Range Information

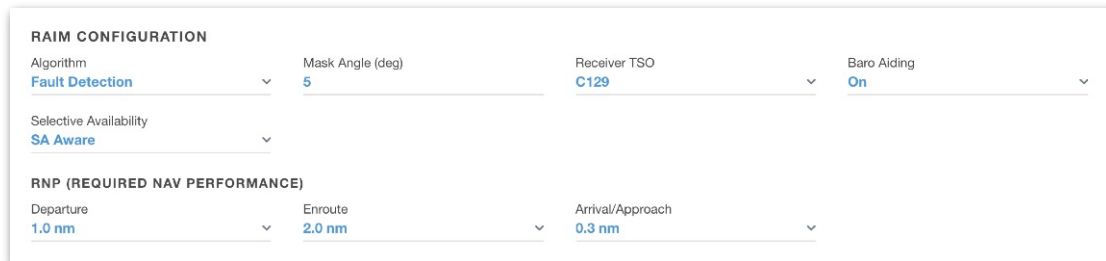
Adding the aircraft's non-ETOPS range (usually 60 minutes) is generally *not* required. Dispatch automatically infers this value using 60 minutes and the diversion speed from the other user-specified values.

A user may want to add the non-ETOPS range to the aircraft profile if its non-ETOPS threshold is something other than 60 minutes.

4. AIRCRAFT

4.9 RAIM Configuration

The RAIM configuration section specifies the criteria used for RAIM predictions. RAIM prediction is available 72 hours in advance and its configuration settings are unique to each aircraft.



The screenshot displays the 'RAIM CONFIGURATION' settings. It includes dropdown menus for 'Algorithm' (set to 'Fault Detection'), 'Mask Angle (deg)' (set to '5'), 'Receiver TSO' (set to 'C129'), and 'Baro Aiding' (set to 'On'). There is also a 'Selective Availability' dropdown set to 'SA Aware'. Below these, the 'RNP (REQUIRED NAV PERFORMANCE)' section shows three dropdowns: 'Departure' (set to '1.0 nm'), 'Enroute' (set to '2.0 nm'), and 'Arrival/Approach' (set to '0.3 nm').

Aircraft - RAIM Configuration

4.9.1 Algorithm

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.

4.9.2 Mask Angle

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.

4.9.3 Receiver TSO

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.

4.9.4 Baro-Aiding

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

4. AIRCRAFT

4.9.5 Selective Availability

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 is still active.

4.9.6 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.

4. AIRCRAFT

4.10 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)
<input type="text" value="41,000"/>	<input type="text" value="41,000"/>

Aircraft - Altitude Section

4. AIRCRAFT

4.11 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.

4. AIRCRAFT

4.12 Weight and Balance

Weight and Balance (W&B) can be 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

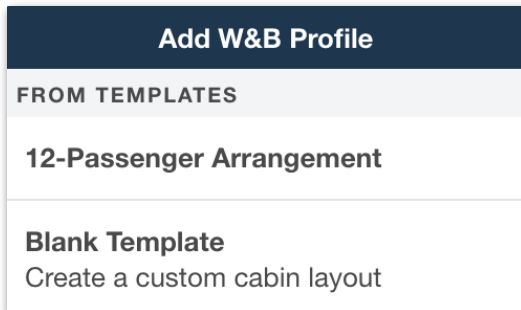
STATION DESCRIPTION	ARM (mm)	WEIGHT LIMIT (lbs)	BOW
 Flight Deck 2 Seats	6477	760	Delete Copy Edit
 Nav Chart Case	6845.3	50	Delete Copy Edit
 Flight Deck 1 Seat	7442.2	None	Delete Copy Edit
 Wardrobe Closet	7493	68	Delete Copy Edit
 Galley Storage	8102.6	440	Delete Copy Edit
 Row 1 2 Seats	9598.7	None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

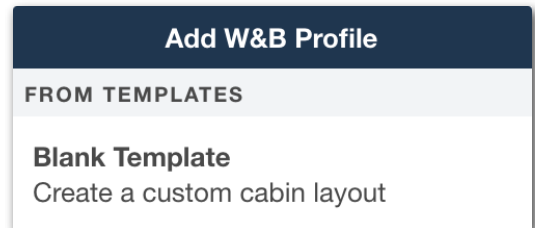
4. AIRCRAFT

4.12.1 W&B Templates

Certain 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**

4.12.2 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 should be available in the Weight and Balance section of the aircraft flight manual.

4. AIRCRAFT

4.12.3 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**.

4.12.4 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.”

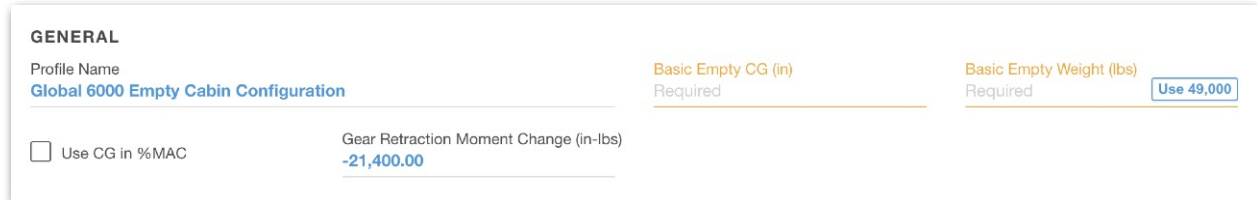
WEIGHT & BALANCE		
12-Passenger Arrangement	Delete	Copy Edit
Standard 12 Passenger w/o Liferaft	Delete	Copy Edit
Standard 10 Passenger with Liferaft	Delete	Copy Edit
+ Add W&B profile		

Completed Aircraft W&B Profiles

4. AIRCRAFT

4.12.5 W&B General

The W&B General section contains the W&B profile name, basic empty weight, CG, and gear retraction moment change.



The screenshot shows a form titled "GENERAL" with the following fields and values:

Field	Value
Profile Name	Global 6000 Empty Cabin Configuration
Basic Empty CG (in)	Required
Basic Empty Weight (lbs)	Required Use 49,000
Use CG in %MAC	<input type="checkbox"/>
Gear Retraction Moment Change (in-lbs)	-21,400.00

W&B General Section

Profile Name

The Profile Name supports alphanumeric and special characters. The name should be descriptive and intuitive.

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.

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.

A Use button allows flight planners to conduct sample weight and balance calculations when the aircraft's actual weight is unknown. Replace this value with the aircraft's actual basic empty weight before conducting weight and balance for a flight.

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.

Gear Retraction Moment Change

Gear Retraction Moment Change specifies how much the aircraft's CG changes when the gear is retracted.

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4.12.6 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

Certain 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

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Blank Templates

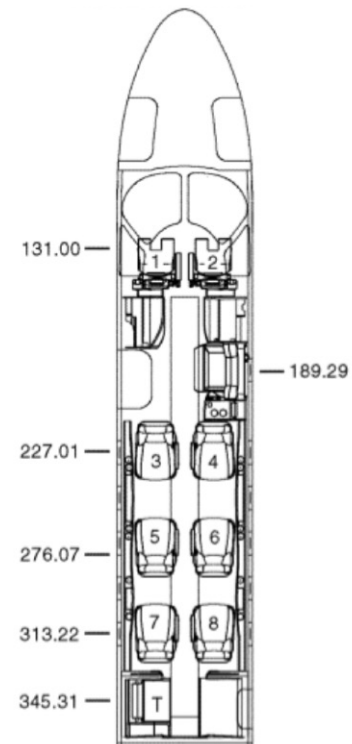
When creating a W&B profile using a blank template, three station rows are included by default, a *Cockpit* row, *Cargo* row, and *Fuel Tanks* row. Default station rows can be edited, copied, or deleted once additional rows are added.

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			

Blank Template - Default Stations

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 available later in this section.



**Sample Flight Manual
Station Information**

4. AIRCRAFT

4.12.7 Crew Member Stations

When planning a flight with the **Autoload W&B** setting enabled, crew members are automatically assigned to crew stations and passengers are assigned to passenger stations. Unless otherwise specified, the forwardmost stations are reserved for the pilots. See **Autoload W&B** for additional information.

Crew member stations are created by assigning the station's name a keyword. If the station's name does not include one of the keywords listed below, it is a passenger station. There are two types of crew stations.

Additional Aircrew Stations

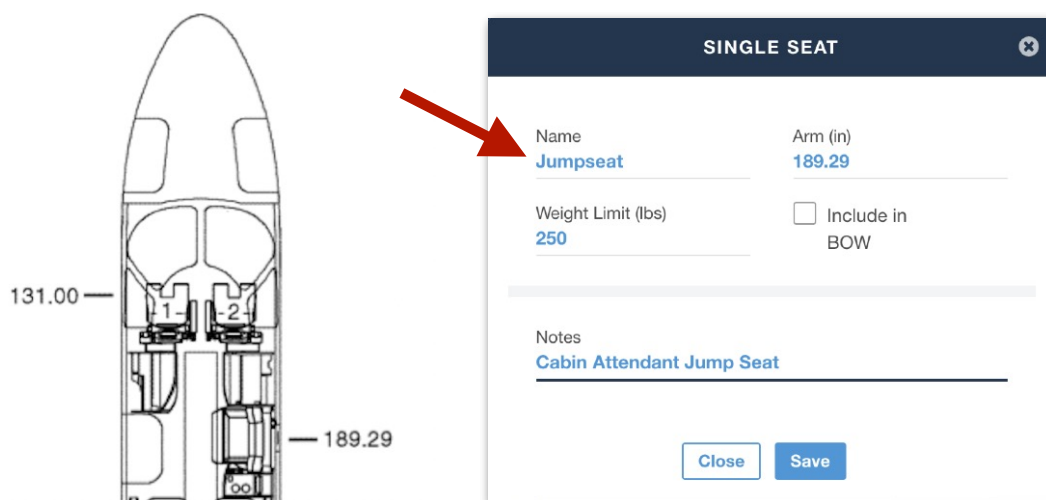
Additional Aircrew stations are reserved for additional crew members. To create an Additional Aircrew station, the station's name must include one of the following keywords:

- Jumpseat
- Observer

General Crew Stations

General crew stations are reserved for pilots. If a flight contains more additional aircrew than general crew stations, the leftover additional aircrew are assigned to available general crew stations. General crew stations must include one of the following keywords:

- Pilot
- Crew
- Flight Deck
- Cockpit



Example Additional Aircrew Station

4. AIRCRAFT

4.12.8 Station Types

The station type determines what can be loaded in the station. There are five station types, each described below.

Single Seat

A single seat is a single passenger or crew seat that exists on a given row. During flight planning, the single seat will be able to be used for passengers or crew. See **Crew Member Stations** for additional information.

Row of Seats

A row of seats should be selected when one or more seats exist on a row. Enter a Row Name and the Row Arm near the top of the menu. If a maximum weight limit exists for the 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.

Include a seat weight limit for each seat (if applicable) and specify if the seat is included in the aircraft's basic operating weight by checking the Include in the **BOW** checkbox.

NAME	WEIGHT LIMIT (LBS)	LOAD PRIORITY	INCLUDE IN BOW
Left Seat 3	340.000	Optional	<input type="checkbox"/>
Right Seat 4	340.000	Optional	<input type="checkbox"/>

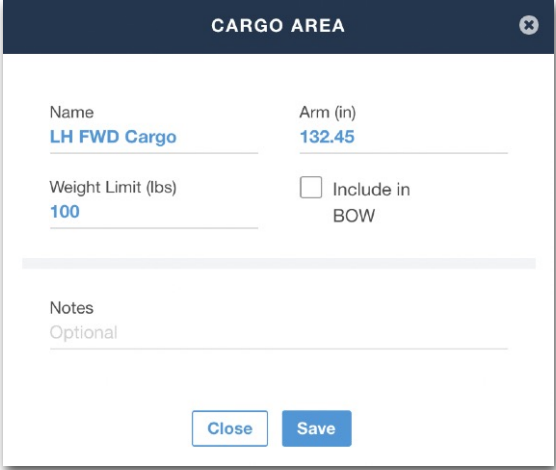
Sample Row of Seats

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Cargo Area

A cargo area should be defined for each cargo compartment with a unique arm.

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

A screenshot of a 'CARGO AREA' form. The form has a dark blue header with the title 'CARGO AREA' and a close button. It contains two columns of input fields. The first column has 'Name' with the value 'LH FWD Cargo' and 'Weight Limit (lbs)' with the value '100'. The second column has 'Arm (in)' with the value '132.45' and a checkbox labeled 'Include in BOW' which is unchecked. Below these fields is a 'Notes' section with the placeholder text 'Optional'. At the bottom are 'Close' and 'Save' buttons.

Name	Arm (in)
LH FWD Cargo	132.45
Weight Limit (lbs)	<input type="checkbox"/> Include in BOW
100	
Notes	
Optional	
Close	Save

Sample Cargo Area

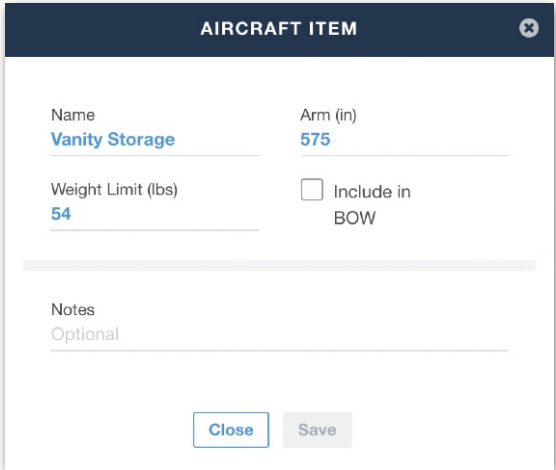
Aircraft Items

An aircraft item is an item that varies in weight with each flight but is 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.

A screenshot of an 'AIRCRAFT ITEM' form. The form has a dark blue header with the title 'AIRCRAFT ITEM' and a close button. It contains two columns of input fields. The first column has 'Name' with the value 'Vanity Storage' and 'Weight Limit (lbs)' with the value '54'. The second column has 'Arm (in)' with the value '575' and a checkbox labeled 'Include in BOW' which is unchecked. Below these fields is a 'Notes' section with the placeholder text 'Optional'. At the bottom are 'Close' and 'Save' buttons.

Name	Arm (in)
Vanity Storage	575
Weight Limit (lbs)	<input type="checkbox"/> Include in BOW
54	
Notes	
Optional	
Close	Save

Sample Aircraft Item

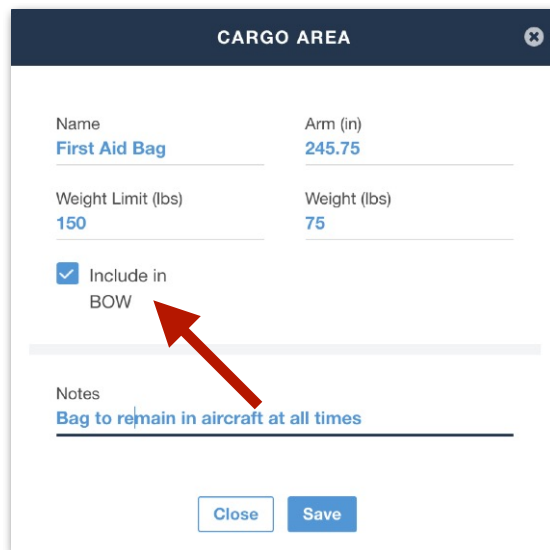
4. AIRCRAFT

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.



The screenshot shows a 'CARGO AREA' pop-up window. It contains the following fields and values:

Name	Arm (in)
First Aid Bag	245.75

Weight Limit (lbs)	Weight (lbs)
150	75

Below the weight fields is a checkbox labeled 'Include in BOW' which is checked. A red arrow points to this checkbox. Below the checkbox is a 'Notes' section with the text 'Bag to remain in aircraft at all times'. At the bottom are 'Close' and 'Save' buttons.

Include in BOW

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**.

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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

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4.12.9 Passenger Seating Load Priority

Load Priority dictates the sequence for aircraft seating during autoloading Weight & Balance via Dispatch. For instance, assigning a numeric value of "1" sets a station as the highest priority. This function enables customization of seating arrangements in the passenger compartment to prioritize passenger placement over the auto-assign feature. Loading priority can be designated for a row or individual seats within a row.

IMPORTANT: To avoid unintended loading sequences, do not use the same loading priority number twice for either seats or rows. If a load priority of "1" is given to a seat, don't use "1" again for another seat or row.

Assigning Row and Seating Load Priority

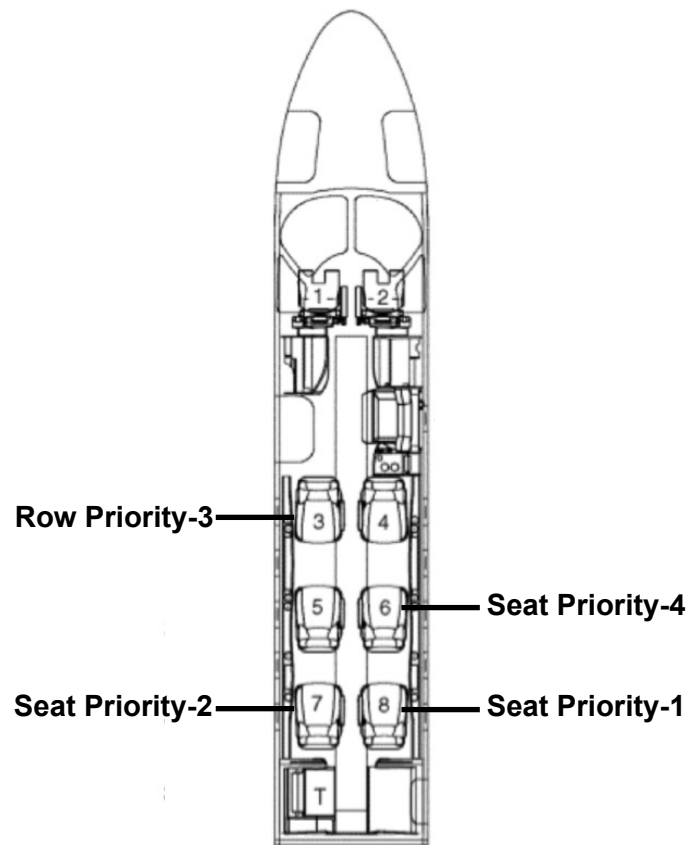
NOTE: Seating with an assigned priority will be loaded first. Any unassigned seat will be loaded according to the **Autoload** logic.

Setting the row and seat priorities in the picture to the right will load the seats in the following sequence:

1. Seat 8
2. Seat 7
3. Seat 3
4. Seat 4
5. Seat 6

If row one were assigned a row priority of 2, the row would be given priority over seat 7's priority 2, and the seats would be loaded in the following sequence:

1. Seat 8
2. Seat 3
3. Seat 4
4. Seat 7
5. Seat 6



Sample Loading Priority

NOTE: Loading priority can be done by rows leaving seat priority blank, or by seats leaving row priority blank.

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Setting Load Priorities

To set load priorities, complete the following steps:

1. Click the **Aircraft** tab on the left sidebar.
2. Click the aircraft to edit.
3. Scroll down to Weight & Balance and click the **Edit** button.
4. Click the **Edit** button on the row to view the **ROW OF SEATS** popover.
5. Select the loading priority for the row or individual seats.
6. Click the **Save** button to save and close the **ROW OF SEATS** popover.
7. Click the **Save** button on the bottom right corner of the Weight & Balance Profile page.

The screenshot shows the 'ROW OF SEATS' popover interface. At the top, it has a title bar 'ROW OF SEATS' with a close button. Below the title bar, there are two input fields: 'Row Name' with the value 'Row 1' and 'Row Arm (in)' with the value '205.400'. Below these, there are two more input fields: 'Load Priority' with a dropdown menu showing '1' and an information icon, and 'Row Weight Limit (lbs)' which is currently empty. Below these fields is a section titled 'SEATS IN THIS ROW'. This section contains a table with four columns: 'NAME', 'WEIGHT LIMIT (LBS)', 'LOAD PRIORITY', and 'INCLUDE IN BOW'. The table has two rows: 'Left Seat 3' with a weight limit of '340.000' and a load priority of '1', and 'Right Seat 4' with a weight limit of '340.000' and a load priority of '2'. Each row has a 'Delete' button to its right. Below the table is a link '+ Add Seat Load'. At the bottom of the popover, there is a 'Notes' section with a text area. At the very bottom, there are two buttons: 'Close' and 'Save'. A callout box is open over the 'LOAD PRIORITY' dropdown for 'Right Seat 4', showing options: 'None', '1', and '2'. An arrow labeled 'Row Priority' points to the 'Load Priority' dropdown for the row. Another arrow labeled 'Seat Priority' points to the 'Load Priority' dropdown for 'Right Seat 4'.

NAME	WEIGHT LIMIT (LBS)	LOAD PRIORITY	INCLUDE IN BOW
Left Seat 3	340.000	1	<input type="checkbox"/>
Right Seat 4	340.000	2	<input type="checkbox"/>

Setting Row or Seat Load Priority

4. AIRCRAFT

4.12.10 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.

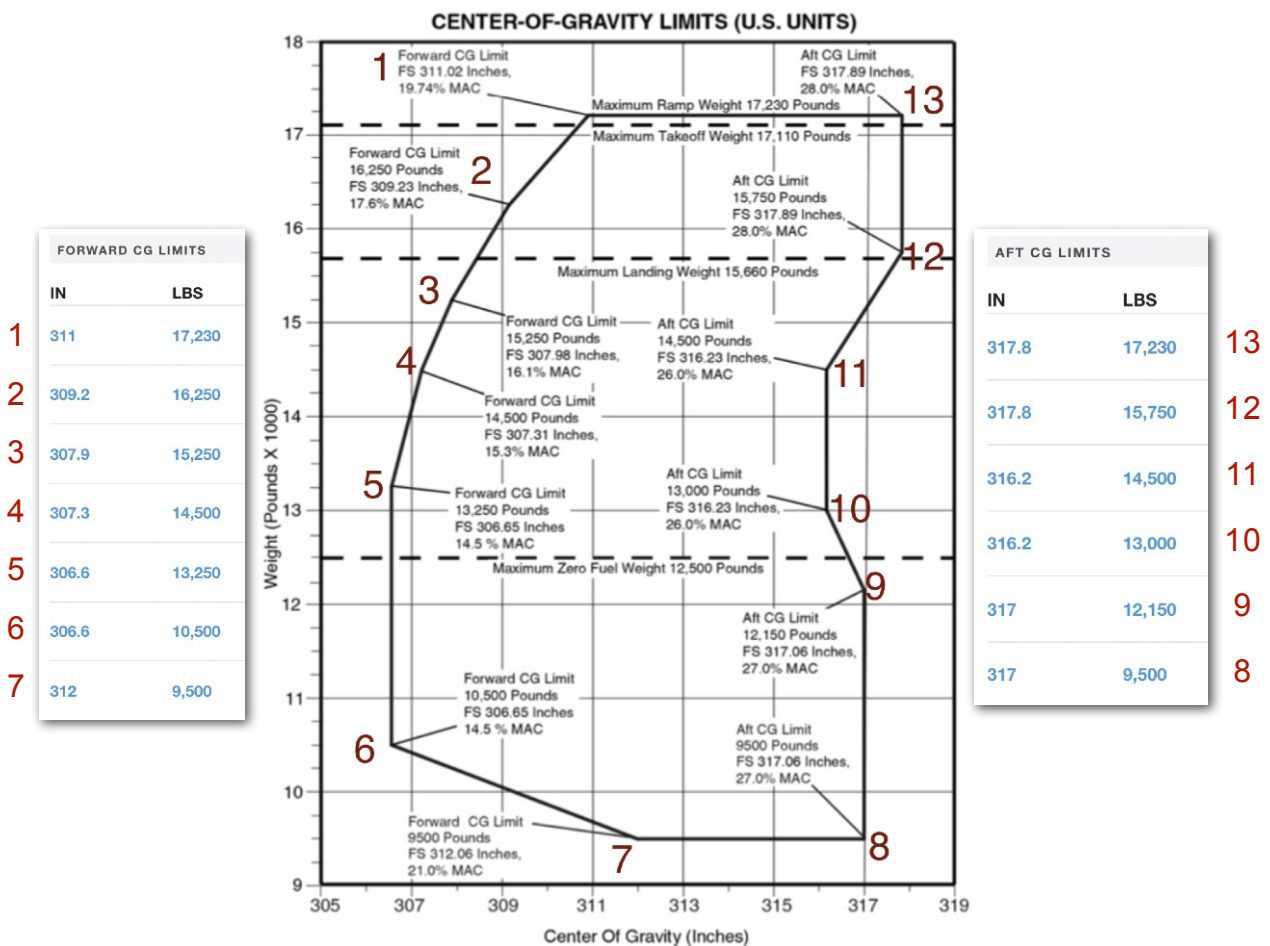
CG envelopes are defined by each *bend* in the envelope. The weight and corresponding arm at each bend in the envelope should be added as a forward or aft CG limit. Forward CG limits are typically on the left side of the graph, and aft CG limits are typically on the right side of the graph.

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.

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Default Curtailment Options

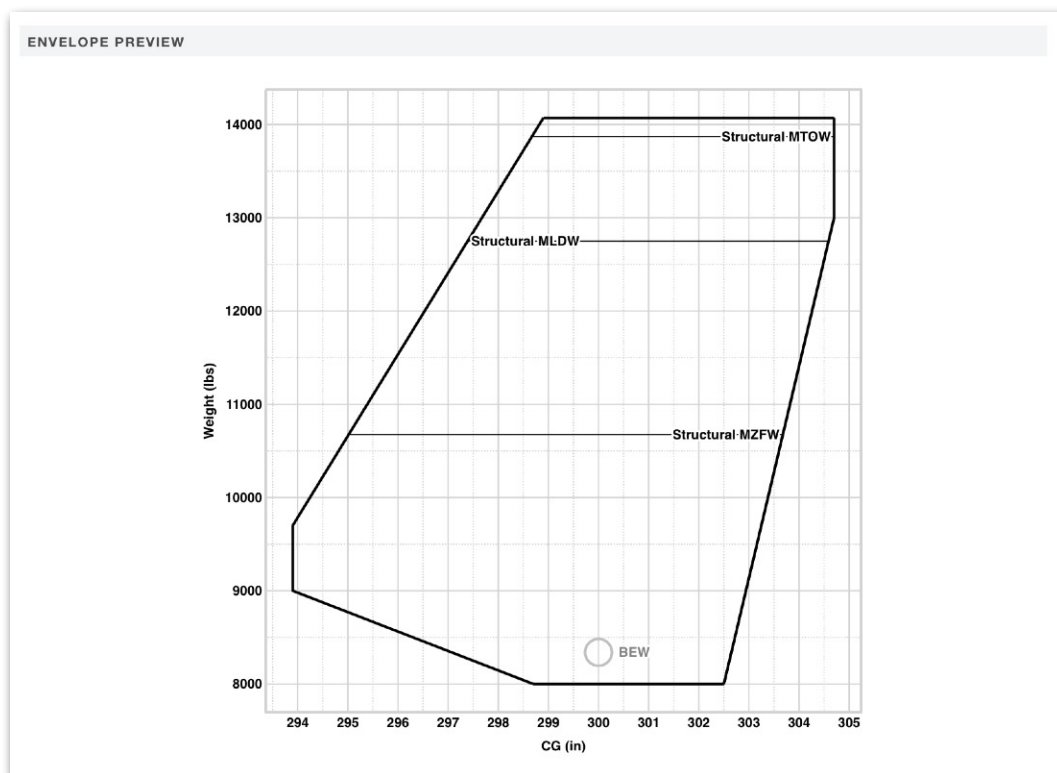
The Default Curtailment Options section contains a single setting.

- **Standard Weights Curtailment** determines if the “Use Standard Weights” checkbox is selected by default for the aircraft profile when calculating weight and balance.
- **Passenger Distribution T** curtailment tool allows passengers to sit wherever they want throughout the cabin. The CG configurations are calculated with full forward and aft seating arrangements to account for worst-case CG loading scenarios. It accounts for the fact that passenger loading may not be uniform

Envelope Preview

The aircraft’s weight and balance envelope is depicted in the Envelope Preview section. Non-variable maximum weights limits are depicted with horizontal lines and labels.

The aircraft’s basic empty weight (BEW) and center of gravity are depicted as a grey circle at the appropriate weight and CG location on the graph.



Weight & Balance Envelope Preview

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4.13 Fuel

The *Fuel* section specifies the aircraft's default fuel type, capacity, reserve policy, contingency fuel, and more. When creating a new flight, fuel requirements are calculated using the selections from this section. Adjustments can be made on a per-flight basis. Each available setting is discussed in detail below.

FUEL				
Fuel Type Jet-A ▼	Fuel Units Pounds ▼	Start/Taxi/Takeoff Fuel (lbs) 100	Total Usable Fuel (lbs) 5,192	Contingency Fuel % 0
Reserve Policy CASA Part 135 ▼		Minimum Alternate Fuel (lbs) 200	Minimum Contingency Fuel (lbs) 200	Approach Fuel Mode Auto ▼
Minimum Reserve Fuel (lbs) 200		Default alternate cruise profile Optional ▼	Default Holding Time (min) 0	Default Holding Altitude (ft) 0
Dry Operating Cost / Hour (\$) 449.00				

Aircraft Profile Fuel Section

- **Fuel Type** determines the fuel's total weight:
 - **100LL** and **Other**: 6.0 pounds per gallon.
 - **Jet-A** and **Jet-A+**: 6.75 pounds per gallon.
- **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 standard amount of fuel the aircraft consumes during Start, Taxi, and Takeoff.
- **Total Useable Fuel** is populated with the aircraft's total usable fuel according to manufacturer data.
- **Contingency Fuel %** - This value is initially determined by the default Reserve Policy. For example, EASA commercial air transport regulations require 5% contingency fuel. When the EASA CAT reserve policy is selected, Contingency Fuel % is automatically set to 5% but can be adjusted if necessary. See **Contingency Fuel** for more information.
- **Reserve Policy** specifies the aircraft's default reserve policy. If either the the Manual or Manual (Minutes) reserve policies are selected, a *Default Reserve Fuel* field is revealed to specify the default reserve fuel amount. See **Advanced Fuel Options** for more information.

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- **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** specifies the minimum amount of default contingency fuel. When flight planning, the higher of Contingency Fuel % or Minimum Contingency Fuel is used. See **Contingency Fuel** for more information.
- **Approach Fuel Mode** adds fuel to the final descent portion of the flight to account for leveling off and performing a standard instrument approach. There are two Approach Fuel Mode options:
 - **Auto** is the default option and adds *up to five minutes* of fuel using the aircraft's fuel consumption rate upon reaching the top of descent. One minute of fuel is added for every 5,000 feet of descent required.
 - **Manual** - Allows a user-specified 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.
- **Minimum Reserve Fuel** is a user-specified minimum amount of reserve fuel. When flight planning, the higher of Minimum Reserve Fuel and the amount determined by the Reserve Policy is used.
- **Default Alternate Cruise Profile** (optional) specifies the default cruise profile from the destination airport to the alternate airport. If no default is selected, the performance profile that is selected for the flight is used.
- **Default Holding Time (min)** (CASA) is a user-specified minimum holding time used when creating a flight. The default is zero minutes.
- **Default Holding Altitude (ft)** (CASA) is a user-specified altitude used when creating a flight.
- **Dry Operating Cost / Hour** is an optional field that allows admin to enter the hourly cost of operating the aircraft, excluding fuel expenses. To determine this user-specified amount, total all aircraft annual expenses (excluding fuel) and divide the total by the expected number of flying hours for the year. Typical expenses include maintenance, hangar fees,

4. AIRCRAFT

insurance, payroll, database subscriptions, and other related costs. When a dry operating hourly cost is entered, Dispatch evaluates the cost when determining the **optimal cruise altitude**.

NOTE: Flights planned in ForeFlight Mobile do not factor the dry operating cost when determining the optimal altitude.

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4.14 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.

4.14.1 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	
<input type="radio"/> /A - DME w/ Mode C	<input type="checkbox"/> A - GBAS Landing Sys	<input type="checkbox"/> K - MLS
<input type="radio"/> /B - DME no Mode C	<input type="checkbox"/> B - LPV (APV with SBAS)	<input type="checkbox"/> L - ILS
<input type="radio"/> /C - RNAV no Mode C	<input type="checkbox"/> C - LORAN C	<input type="checkbox"/> M1 - ATC RTF (INMARSAT)
<input type="radio"/> /D - DME no Transponder	<input type="checkbox"/> D - DME	<input type="checkbox"/> M2 - ATC RTF (MTSAT)
<input type="radio"/> /G - GPS/GNSS w/ enrte/term/appr	<input type="checkbox"/> E1 - FMC WPR ACARS	<input type="checkbox"/> M3 - ATC RTF (Iridium)
<input type="radio"/> /H - RVSM w/ no Mode C	<input type="checkbox"/> E2 - D-FIS ACARS	<input type="checkbox"/> N - NIL
<input type="radio"/> /I - RNAV w/ Mode C	<input type="checkbox"/> E3 - PDC ACARS	<input type="checkbox"/> O - VOR
<input type="radio"/> /L - GPS w/ enrte/term/appr/RVSM	<input type="checkbox"/> F - ADF	<input type="checkbox"/> P1 - CPDLC RCP 400
<input type="radio"/> /M - TACAN no Transponder	<input type="checkbox"/> G - GNSS	<input type="checkbox"/> P2 - CPDLC RCP 240
<input type="radio"/> /N - TACAN no Mode C	<input type="checkbox"/> H - HF RTF	<input type="checkbox"/> P3 - SATVOICE RCP 400
<input type="radio"/> /P - TACAN w/ Mode C	<input type="checkbox"/> I - Inertial Nav	<input type="checkbox"/> R - PBN Approved
<input type="radio"/> /S - GNSS w/ Mode A	<input type="checkbox"/> J1 - CPDLC ATN DL Mode 2	<input type="checkbox"/> S (VOR, VHF RTF, ILS)
<input type="radio"/> /T - no DME no Mode C	<input type="checkbox"/> J2 - CPDLC FANS 1/A HFDL	<input type="checkbox"/> T - TACAN
<input type="radio"/> /U - no DME w/ Mode C	<input type="checkbox"/> J3 - CPDLC FANS 1/A VDL Mode A	<input type="checkbox"/> U - UHF RTF
<input type="radio"/> /V - GNSS w/ no Transponder	<input type="checkbox"/> J4 - CPDLC FANS 1/A VDL Mode 2	<input type="checkbox"/> V - VHF RTF
<input type="radio"/> /W - RVSM w/ Mode C	<input type="checkbox"/> J5 - CPDLC FANS 1/A (INMARSAT)	<input type="checkbox"/> W - RVSM
<input type="radio"/> /X - no DME no Transponder	<input type="checkbox"/> J6 - CPDLC FANS 1/A (MTSAT)	<input type="checkbox"/> X - MNPS or NAT HLA Approved
<input type="radio"/> /Y - RNAV w/ no Transponder	<input type="checkbox"/> J7 - CPDLC FANS 1/A (Iridium)	<input type="checkbox"/> Y - VHF 8.33 kHz spacing
<input type="radio"/> /Z - RVSM w/ RNAV/Mode C, no GNSS		<input type="checkbox"/> Z - Other

Filing Section - FAA & ICAO Equipment

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4.14.2 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	

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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.

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

Aircraft - Performance Based Navigation

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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.

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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.

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4.15 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
<input type="checkbox"/> Covered		

Aircraft - Dinghy

4.16 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**.

The screenshot displays the Flight Editor interface, which is divided into two main sections: a left sidebar for flight details and a right main area for performance and map data.

Left Sidebar (Flight Details):

- GENERAL:** Aircraft (N512FA), Departure (KBOS), Destination (EGLL), Date (08/15/2023), Time (4:25 PM EDT), Call Sign.
- FUEL:** Performance Profiles (Mach 0.85, Climb: 250 KCAS/260/M0.75...), Taxi Fuel (400), Fuel Policy (Minimum Fuel).
- ADVANCED FUEL OPTIONS:** (Show)
- CREW:** PIC (Account Name Here), SIC (Austin Thurmond).
- LOAD:** Table showing weight and balance for various categories.
- CONTINGENCY PLANNING:** Adequate Airports.
- ETP Airport Pairs:**
- RELEASE STATUS:** Auto-Releasing at Aug 15, 19:25Z.
- ATC STATUS:** Not Filed.
- VALIDATED AT:** 14:23Z.
- LAST CHANGE:** ggibbons+dispatch@foreflight.com.
- TAGS:** (edit) plan:0061.

Right Main Area:

- PERFORMANCE:** Table showing flight performance metrics.
- FLIGHT ADVISORIES:** 1 item.
- MAP:** Map showing flight path and airports.

Performance Table:

	DIST	GCD	ETE	ETA	WIND	FUEL
Destination	3,389 nm	2,837 nm	06:48	03:13Z	17T	20,180
WEIGHT (LB)	ACTUAL	LIMIT	FUEL	LB	TIME	
BEW	48,458	-	Taxi	400	-	-
Payload	2,290	6,044	Destination	20,180	06:48	-
ZFW	50,748	54,500	Alternate	2,500	01:11	-
Total fuel	25,210	35,200	Reserve	2,130	00:49	-
Ramp weight	75,955	85,500	Additional / ETP	0	00:00	-
Taxi fuel	400	-	Min required	25,210	08:49	-
TOW	75,555	85,100	Extra	0	00:00	-
Dest fuel	20,180	-	Landing	4,630	-	-
LW	55,378	75,300	Total	25,210	08:49	-

Flight Advisories:

- Departure NOTAMS: Multiple Runways Closed 14/32, 15L/33R. View NOTAMS.

Map: Map showing flight path and airports.

Flight Editor

5.1 Layout

The Flight Editor is divided into two halves. The left half of the screen displays **FLIGHT** data, **W&B (Weight & Balance)**, **RWA (Runway Analysis)**, **ATC DATA**, flight **FILES**, and 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.

5. FLIGHT EDITOR

5.1.1 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. A **New Flight** and **Copy Flight** button.

- 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.

5. FLIGHT EDITOR

5.2 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, T.O. Alternate (KDWH), and an 'ALTERNATE ROUTING (Show)' link. Each alternate airport has an 'Info' button.

Flight Editor - General Section

5.2.1 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 icon and *cannot* be selected in Dispatch.

Icons are depicted next to the aircraft to indicate Runway Analysis, Weight & Balance, and Fuel Advisor support. If the aircraft and destination airport support JetFuelX, a JetFuelX icon is also displayed.

The screenshot shows the Aircraft dropdown menu with a search bar at the top. The menu lists four aircraft: 6000 Global 6000 99.5k (GLEX), N515KA King Air 350ER (B350), N512KA King Air 350ER (B350), and N517KA King Air 350ER (B350). The first three are highlighted in blue. The last one has a yellow warning icon and the text 'Dispatch not supported' next to it. To the right of the menu, four icons are shown with labels: a runway icon for 'Runway Analysis', a scale icon for 'Weight & Balance', a fuel tank icon for 'Fuel Advisor', and a double arrow icon for 'JetFuelX'.

5. FLIGHT EDITOR

5.2.2 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.

			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


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).

To plan a flight to or from a location not in the aviation database, create a Custom Airport using an administrator account. Alternatively, these fields can accept coordinates.

5.2.3 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).

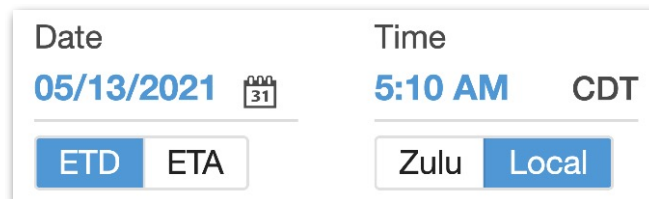
5. FLIGHT EDITOR


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.



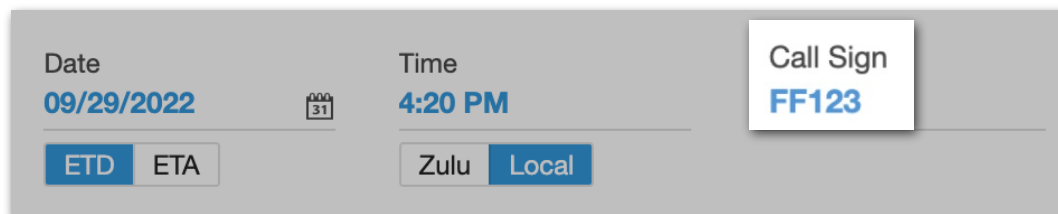
Date	Time
05/13/2021 	5:10 AM CDT
<input type="button" value="ETD"/> <input type="button" value="ETA"/>	<input type="button" value="Zulu"/> <input type="button" value="Local"/>


Flight Editor - Date & Time

5.2.4 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 type="button" value="ETD"/> <input type="button" value="ETA"/>	<input type="button" value="Zulu"/> <input type="button" value="Local"/>	

Call Sign

5. FLIGHT EDITOR

5.2.5 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)
- Departure:** LFPG (dropdown) with an 'Info' button.
- Destination:** EGLL (dropdown) with an 'Info' button.
- Date:** 09/28/2022 (calendar icon).
- Time:** 11:05 PM (dropdown).
- Call Sign:** CEST (dropdown).

Below these are three alternate airport fields, each with an 'Info' button:

- 1. Alternate:** EGKK (dropdown).
- 2. Alternate:** EGGW (dropdown).
- T.O. Alternate:** LFPB (dropdown).

The 'ALTERNATE ROUTING' section is expanded, showing options for DCT, Auto, and Manual. It lists three alternate routes with their altitudes and routes:

- 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.

5. FLIGHT EDITOR

5.2.6 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.

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

The screenshot shows a software interface titled "ALTERNATE ROUTING (Hide)". It features 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 interface, there is a section labeled "Alternate Cruise profile" with a dropdown menu currently showing "Mach 0.84".

Alternate Routing Menu

5. 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

5. FLIGHT EDITOR

5.3 Fuel

The *Fuel* section contains various fields for determining how much fuel is required. When flight planning, refer to the [Performance section](#) for a breakdown of all fuel. Each field in the Fuel section is described in detail below.

The screenshot shows the 'FUEL' section of the Flight Editor. It includes a 'Performance Profiles' dropdown set to 'Max Cruise Thrust, Climb: 222 KIAS/M0...', a 'Taxi Fuel' input field with '100' and 'lb' units, and a 'Fuel Policy' dropdown set to 'Minimum Fuel'. There are 'Cruise Advisor' and 'Fuel Advisor' buttons. Below these is a 'Destination Services: FBO' dropdown set to 'None' and a 'Fuel Release' button. An 'ADVANCED FUEL OPTIONS (Hide)' section is expanded, showing 'Reserve Policy' set to 'Manual', 'Reserve Fuel' input with '480' and 'lb' units, 'Contingency Policy' set to 'Default', and a 'Contingency' input field with '0' and a '%' unit. At the bottom right of the advanced options are 'Percent' and 'Minutes' tabs.

Flight Editor - Fuel section

5.3.1 Performance Profiles

Performance profiles consist 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.

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.

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.

5. FLIGHT EDITOR

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 that 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 the 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

Cruise Advisor

5. FLIGHT EDITOR

5.3.2 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.

5.3.3 Fuel Policy

There are five fuel policies. When planning a new flight, the Minimum Fuel policy is selected by default.

Minimum and maximum fuel policies automatically calculate fuel at start. Extra, Manual, and Landing Fuel policies require the flight planner to specify a fuel amount. When these policies are selected, additional fields are revealed for entering data. Each fuel policy is described in detail below.

- **Minimum Fuel** determines the least amount of fuel required to meet all requirements.
- **Maximum Fuel** calculates the maximum amount of fuel that can be loaded before exceeding capacity or structural weight limits.
- **Extra Fuel** adds a field for specifying an amount of fuel *in addition* to the minimum required. Extra fuel is not included in the minimum fuel calculation by default. If your organization considers extra fuel part of the minimum fuel calculation, contact team@foreflight.com to adjust how Dispatch calculates minimum fuel.
- **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 is displayed.
- **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.

NOTE: Fuel requirements are determined by evaluating the Fuel Policy and Reserve Policy. Reserve policies are specified in the [Advanced Fuel Options](#).

Fuel Advisor

See [Fuel Advisor](#) for more information.

5. FLIGHT EDITOR

5.3.4 Destination Services: FBO

The Destination Services: FBO section allows flight planners to browse and select a destination FBO. When an FBO is selected, it is automatically loaded into **Fuel Advisor**. If the account has linked contract fuel providers via **JetFuelX**, the (JFX) contract fuel price is displayed as in the image below.

Destination Services: FBO
Jackson Jet Center

(602) 273-3770 100LL **\$6.99**
132.0 ASRI JetA **\$6.89**
JFX JetA \$4.10

[Fuel Release](#)

Destination Services: FBO

Fuel Release

When planning with an aircraft that has a linked **JetFuelX** contract fuel account, a request for a fuel release can be submitted to your fuel vendor of choice who will then coordinate with the FBO. Requests for fuel releases notify the fuel card provider and FBO, allowing them to prepare for your arrival. If fuel prices have changed since the original planning was completed, a price mismatch pop-over will be displayed. The Fuel Release can be canceled and the prices updated.

Fuel release for KLGB to KPHX

FBO
Cutter Aviation PHX
(602) 273-1237
128.875 UNICOM

Fuel On Local Zulu
☒ Arrival 04/04/2023 17:04 Z
☐ Departure 04/04/2023 17:34 Z

Type
Jet A \$4.02 ☒
Jet A Plus \$4.02 ☐
100LL ☐

Vendor
CJP Fuel Advantage
Set up vendor cards in JetFuelX

Quantity 3897 Pounds
Approximately 577 gal
Price tiers available ⓘ
Price \$4.02 / gal
Total \$2,320.88

Comments/Requests

[Back](#) [Request Fuel Release](#)

Fuel Release

NOTE: When flight planning, refer to the Flight Summary **Performance section** for a breakdown of fuel amounts.

5. FLIGHT EDITOR

5.4 Advanced Fuel Options

The Advanced Fuel Options section allows flight planners to select a regulatory environment or custom reserve fuel policy for calculating fuel requirements. This section is displayed by clicking the **(Show)** button next to the Advanced Fuel Options label.

To determine the fuel requirements, the Reserve Policy dropdown is used to select the appropriate regulatory environment. Once a reserve policy is chosen, the fields in this section adjust accordingly.

The screenshot shows the 'ADVANCED FUEL OPTIONS' section with a '(Hide)' link. It contains four main fields: 'Reserve Policy' with a dropdown menu showing 'EASA CAT', 'Discretionary Fuel' with a text input '0' and a unit 'lb', 'Contingency Policy' with a dropdown menu showing 'Default', and 'Contingency' with a text input '5' and a unit '%'. Below the 'Contingency' field are two buttons: 'Percent' (highlighted in blue) and 'Minutes'.

Advanced Fuel Options Fields

Only the relevant fields are displayed, and the subfields within the section are automatically filled with the corresponding values based on the selected regulation.

For the purpose of this guide, Reserve Policies have been grouped by their governing agencies and are described on the following pages.

NOTE: When the default aircraft reserve policy is selected, values from the **aircraft configuration page** are used and these values may not meet regulatory requirements.

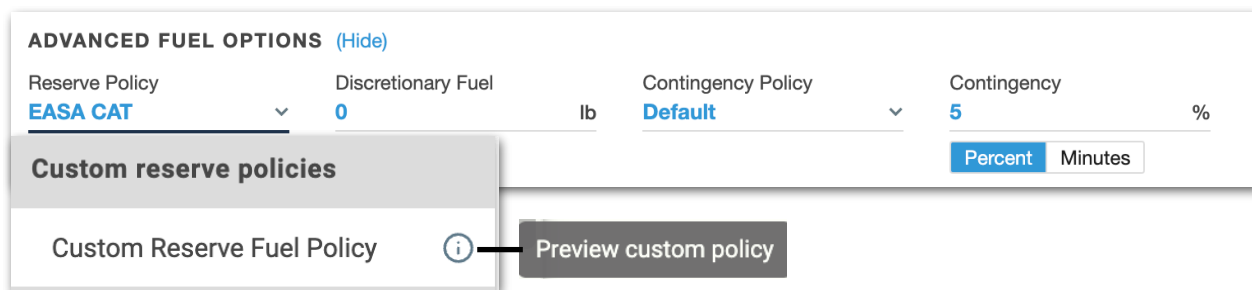
IMPORTANT: When **this setting** is enabled, Advanced Fuel Options cannot be edited on a per-flight basis.

5. FLIGHT EDITOR

5.4.1 Previewing Fuel Policies

Custom Reserve Policy Preview

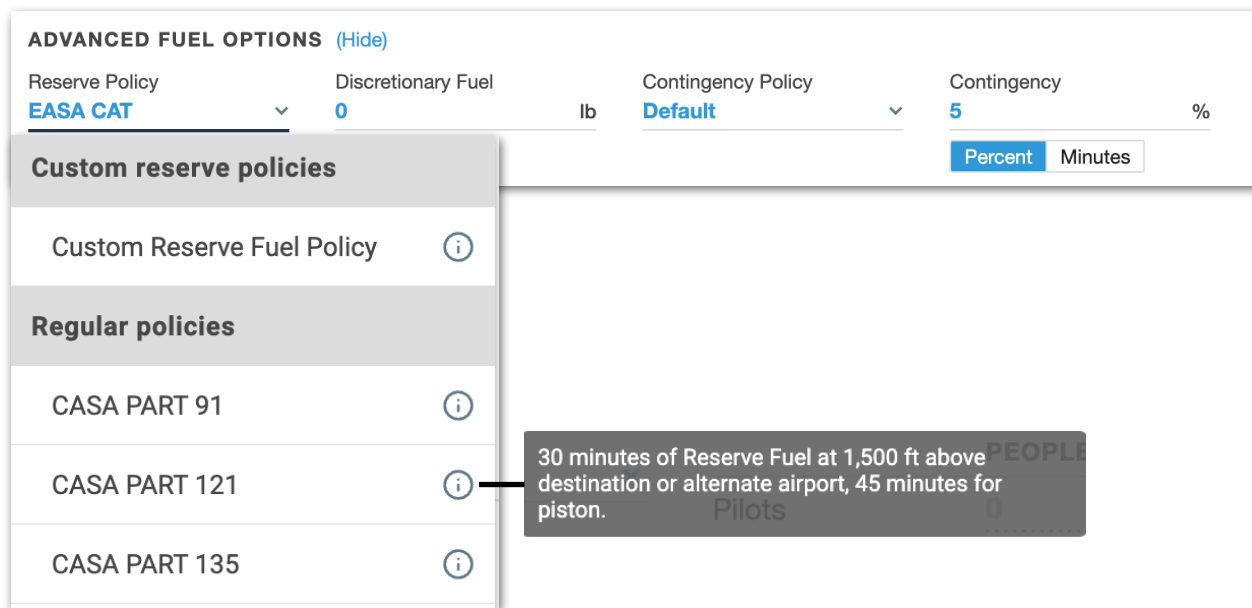
Hovering over the preview button for Custom reserve policies displays a preview window that says, “Preview custom policy.” Click on the preview button to review the parameters of the Custom policy. To select a Custom policy, close the preview window, if open, and click on the **Custom Reserve Fuel Policy** field.



Reserve Policy Preview Button with a Clickable Text Box

Regular Policy Preview

A preview button is located to the right of each policy. Hovering over a preview button for Regular Policies displays a preview window showing the parameters for that policy. Clicking the preview button selects the fuel policy.



Reserve Policy Preview Button and Description

5. FLIGHT EDITOR

5.4.2 CASA Reserve Policies

CASA Reserve Policies calculate fuel amounts using the logic below:

CASA Part 91

- **Piston/Turboprop VFR** (MTOW \leq 5700kg)
 - Reserve Fuel: 30 minutes
 - Contingency Fuel: none
- **Piston/TurboProp IFR or Night VFR** (MTOW less than 5700 kg)
 - Reserve Fuel: 45 minutes
 - Contingency Fuel: none
- **Piston IFR or VFR** (MTOW $>$ 5700 kg)
 - Reserve Fuel: 45 minutes
 - Contingency Fuel: 5% of trip fuel (no minimum)
- **Jet/TurboProp IFR or VFR** (MTOW $>$ 5700 kg)
 - Reserve Fuel: 30 minutes
 - Contingency Fuel: 5% of trip fuel (no minimum)

CASA Part 121

- **Piston**
 - Reserve Fuel: 45 minutes
 - Contingency Fuel: 10% of trip fuel (minimum 5 minutes)
 - Alternate Fuel: 15 minutes minimum
- **Jet/TurboProp**
 - Reserve Fuel: 30 minutes
 - Contingency Percent: 5% of trip fuel (minimum 5 minutes)
 - Alternate Fuel: 15 minutes minimum

CASA Part 135

- **Piston**
 - Reserve Fuel: 45 minutes
 - Contingency Fuel: 10% of trip fuel (minimum 5 minutes)
 - Alternate Fuel: 15 minutes minimum
- **Jet/TurboProp**
 - Reserve Fuel: 30 minutes
 - Contingency Percent: 5% of trip fuel (minimum 5 minutes)
 - Alternate Fuel: 15 minutes minimum

NOTE: Reserve fuel is calculated in standard weather conditions, 1,500' above the destination (or alternate if one is specified), using the aircraft's holding pattern fuel consumption rate.

Contingency fuel is calculated using the aircraft's fuel consumption rate upon reaching the flight's top of descent (TOD) waypoint

5. FLIGHT EDITOR

5.4.3 EASA Reserve Policies

EASA Reserve Policies calculate fuel amounts using the logic below:

- **EASA CAT** For Class A aeroplanes adds 5% contingency fuel or 5 minutes (whichever is higher), discretionary fuel (optional), *plus* one of the following:
 - If an alternate airport is selected, the required fuel to the alternate airport plus a quantity of reserve fuel equal to:
 - Piston: 45 minutes
 - Jet/TurboProp: 30 minutes.
 - If no alternate airport is selected, a quantity of alternate fuel equivalent to 15 minutes of flight to allow for deviations plus a quantity of reserve fuel equal to:
 - Piston: 45 minutes
 - Jet/TurboProp: 30 minutes.
- **EASA Part NCC** adds discretionary fuel (optional) and reserve fuel according to the logic below:
 - Piston Night VFR or IFR: 45 minutes
 - Piston Day VFR: 30 minutes
 - Jet/TurboProp: 30 minutes.
- **EASA Part NCO** adds discretionary fuel (optional) and reserve fuel according to the logic below:
 - Night VFR or IFR: 45 minutes
 - Piston Day VFR: 30 minutes.

NOTE: *Discretionary fuel* is a user-specified amount of fuel to comply with EASA's amendment to Fuel Schema ([CAT.OP.MPA.181](#)).

NOTE: Reserve fuel is calculated in standard weather conditions, 1,500' above the destination (or alternate if one is specified), using the holding pattern fuel consumption rate.

Contingency fuel is calculated using the fuel consumption rate upon reaching the top of descent (TOD) waypoint.

5. FLIGHT EDITOR

5.4.4 FAA Reserve Policies

There are three policies designed to meet FAA regulatory requirements:

- **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).
- **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.

NOTE: Reserve fuel is calculated using the fuel consumption rate upon reaching the waypoint.

5.4.5 Manual Reserve Policies

- **IAP** adds an amount of fuel equivalent to 2 hours of flight time.
- **Manual** is a user-specified amount of reserve fuel. Manual reserve fuel is not explicitly based on a regulatory environment or calculated value. When this option is selected, fields are displayed for specifying the fixed amount of reserve fuel and an amount of fuel that is contingent on the length of the flight.
- **Manual (minutes)** is a user-specified reserve fuel amount expressed in flight time. When this option is selected, additional fields are displayed for specifying a fixed amount of reserve fuel in minutes and an additional amount of fuel that is contingent on the length of the flight.

NOTE: IAP and Manual (minutes) reserve fuel is calculated using the fuel consumption rate upon reaching the top of descent (TOD) waypoint.

5. FLIGHT EDITOR

5.4.6 Custom Reserve (Fuel) Policies

Custom Reserve Fuel Policies allow an organization's account administrator to modify pre-existing regulatory reserve fuel policies already available or to create user-defined reserve fuel policies.

To create a custom reserve fuel policy, open the **Reserve Policy** drop-down menu, scroll to the bottom, and select **Manage Custom Policies**. For instructions on creating Custom Reserve Fuel Policies, go to [Reserve Policy Builder](#).

The screenshot shows a form titled "ADVANCED FUEL OPTIONS (Hide)". It contains three main sections: "Reserve Policy", "Contingency P...", and "Contingency". The "Reserve Policy" dropdown menu is open, displaying a list of options: "FAA Part 91/135", "FAA Part 121", "FAA Part 121 International", "IAP", "Manual", "Manual (minutes)", and "Manage Custom Policies". The "Manage Custom Policies" option is highlighted with a red border. The "Contingency P..." section shows "Default" as the selected option. The "Contingency" section shows "10" as the value, with "Percent" and "Minutes" buttons below it.

Reserve Policy - Manage Custom Policies

5. FLIGHT EDITOR

5.4.7 Contingency Fuel

Contingency fuel is included in all reserve policies to account for unexpected events or circumstances during a flight. As described below, some policies automatically set contingency fuel whereas others can be manually set.

NOTE: CONTINGENCY FUEL CONSUMPTION RATE: When contingency fuel is entered in minutes, its fuel consumption rate is calculated in standard weather conditions, 1,500' above the destination using the aircraft's holding pattern fuel consumption rate.

When contingency fuel is entered as a percentage of flight time, it is calculated using the fuel consumption rate upon reaching the top of descent (TOD) waypoint.

Contingency Policies

Contingency policies calculate how much contingency fuel is required per regulation. Each contingency policy is described in more detail below.

- The **Default** contingency policy is available with all reserve policies and calculates the contingency fuel requirement without any reduction of the contingency fuel requirement.
- The **RCF** (Reduced Contingency Fuel) policy is available with all EASA reserve policies. **Relear** is available for all non-EASA reserve policies. The RCF/Relear policies calculate the contingency fuel requirement by comparing the planned flight with a second flight that has a different destination airport. This policy allows a *decision point* and a *2nd destination to be specified*. 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.

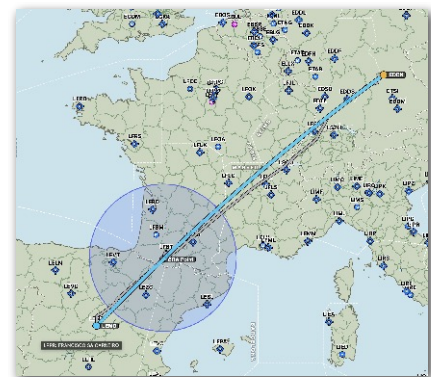
5. FLIGHT EDITOR

RCF continued

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 is calculated automatically and can be edited.
 - **2nd Dest. Alt.** - An alternate airport for your second destination airport, if one is required.
- The **ERA** (En Route Alternate) contingency policy is available with the EASA CAT reserve policy. This policy reduces the amount of contingency fuel required to 3% by specifying an en route alternate airport. The en route alternate must meet the following requirements. All distances are to be calculated in still air conditions.
 - The airport should be located within a circle having a radius equal to 20% of the total flight plan distance.
 - The center of the circle must lie on the planned route at a distance from the destination airport of 25 % of the total flight plan distance or at least 20 % of the total flight plan distance plus 50 NM, whichever is greater.

When the ERA contingency fuel policy is selected, Dispatch displays a circle that meets the above requirements on the interactive map. Each airport that meets **alternate requirements** within the circle is listed as a candidate airport in the ERA airport field. If an en route alternate airport is not selected, Dispatch automatically selects the airport that is closest to the center of the circle.



En Route Alternate Circle

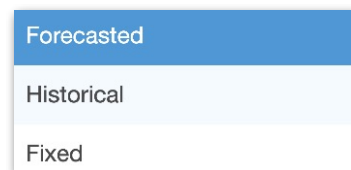
5. FLIGHT EDITOR

- The **IAP PNR** (isolated aerodrome procedure) contingency policy is available when the EASA CAT reserve policy is selected. This policy allows an en route point of no return (PNR) aerodrome to be specified. When specified, the PNR is automatically determined as described in EASA AMC7 CAT.OP.MPA.182(b).

5. FLIGHT EDITOR

5.4.8 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.

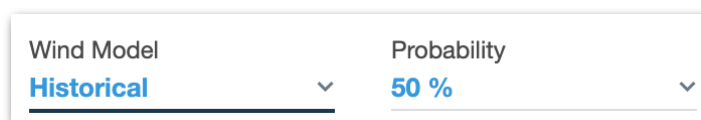


The **Forecasted** model uses global winds aloft forecasts from the Global Forecast System (GFS). Forecasts can be used for flights with ETDs up to seven days in the future. This Wind Model will generally provide the most accurate winds aloft data since it's based on actual forecasts.

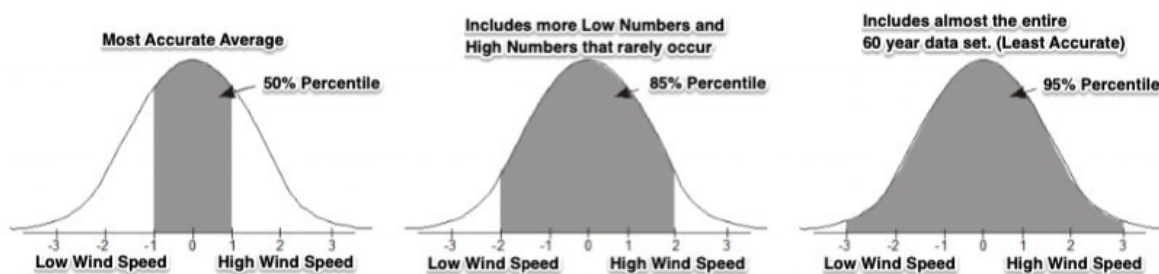
The **Historical** model uses wind data from the National Center for Atmospheric Research. Historical winds are derived from *monthly averages* over the past 40 years. As a result, all flights planned with historical winds within a given month use the same data.

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.

In other words, the probability setting represents the likelihood of historical winds being worse than actual conditions. Thus, a 95% probability results in a high probability of the *actual* conditions being more favorable than the historical average.




Historical Wind Model



5. 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.

5. FLIGHT EDITOR

5.5 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.

5.5.1 How Fuel Advisor 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 visible to the flight planner.

NOTE: See our [Video Library](#) for a video demonstration.

5. FLIGHT EDITOR

5.5.2 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.

AIRPORT	FBO	FUEL / FEE	TANKERING	COST COMPARISON	METRICS
KPHX Exclude leg At KPHX uplift minimum amount of fuel to reach KSOW.	FBO Jackson Jet Center (602) 273-3770 132.0 ASRI Fuel Vendor Retail Jet A \$6.89 / gal	Fuel 6.89 \$/gal Facility 0 \$ Waived at 0 gal	Load more legs Fuel at Shutdown 3000 lb Uplift 1739 lb Leave with 4739 lb	Uplift 1,739 lb / 258 gal Uplifted Fuel Cost \$1,775 Facility Fee Paid \$0 Trip Fuel Increase 7 lb per 1000 lb	Details ACTUAL LIMIT TOW 62,489 lb of 99,500 lb TO Fuel 4,739 lb of 22,467 lb Tanker Fuel 0 lb of 17,600 lb LW 61,000 lb of 78,600 lb
KSOW Uplift enough fuel at KSOW to avoid uplift at KLGB.	FBO Show Low Regional Airport (928) 532-4190 123.00 UNICOM Fuel Vendor No vendors available	Fuel 4.31 \$/gal Facility 0 \$ Waived at 0 gal	Fuel at Shutdown 3000 lb Uplift 5849 lb Leave with 8849 lb	Uplift 5,849 lb / 867 gal Uplifted Fuel Cost \$3,735 Facility Fee Paid \$0 Trip Fuel Increase 39 lb per 1000 lb	Details ACTUAL LIMIT TOW 66,599 lb of 99,500 lb TO Fuel 8,849 lb of 25,625 lb Tanker Fuel 1,488 lb of 17,600 lb LW 62,488 lb of 78,600 lb
KLGB Uplift nothing at KLGB. No fee.	FBO Signature Flight Support (562) 997-0700 130.6 ASRI Fuel Vendor Retail Jet A \$7.25 / gal	Fuel 7.25 \$/gal Facility 0 \$ Waived at 0 gal	Fuel at Shutdown 4488 lb Uplift 0 lb Leave with 4488 lb	Uplift 0 lb / 0 gal Uplifted Fuel Cost \$0 Facility Fee Paid \$0 Trip Fuel Increase 3 lb per 1000 lb	Details ACTUAL LIMIT TOW 62,238 lb of 99,500 lb TO Fuel 4,488 lb of 22,125 lb Tanker Fuel 19 lb of 17,600 lb LW 61,019 lb of 78,600 lb
KCMA At KCMA uplift minimum amount of fuel to reach KMMH.	FBO Sun Air Jets (805) 389-9301 130.75 UNICOM Fuel Vendor Retail Jet A \$4.55 / gal	Fuel 4.55 \$/gal Facility 0 \$ Waived at 0 gal	Fuel at Shutdown 3019 lb Uplift 2578 lb Leave with 5597 lb	Uplift 2,578 lb / 382 gal Uplifted Fuel Cost \$1,738 Facility Fee Paid \$0 Trip Fuel Increase 19 lb per 1000 lb	Details ACTUAL LIMIT TOW 63,347 lb of 96,527 lb TO Fuel 5,597 lb of 23,528 lb Tanker Fuel 1 lb of 17,600 lb LW 61,001 lb of 78,600 lb
KMMH Exclude leg	FBO Hot Creek Aviation (760) 924-9127 122.8 UNICOM Fuel Vendor Retail Jet A \$6.63 / gal	Fuel 8.63 \$/gal Facility 0 \$ Waived at 0 gal	Fuel at Shutdown 3001 lb		

Fuel Advisor

Airport

The *Airport* column depicts the airport's identifier and an explanation of the recommended tankering suggestions. Click the airport identifier to open the flight in the Flight Editor.

To exclude a leg from Fuel Advisor consideration, select **Exclude leg**.

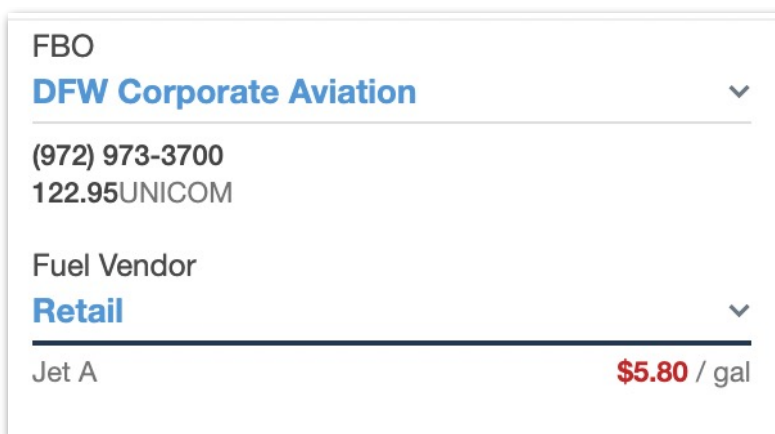
5. FLIGHT EDITOR

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

5. 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.

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.

Fuel	
5.74	\$/gal
<hr/>	
Facility	
250	\$
<hr/>	
Waived at	
150	gal
<hr/>	

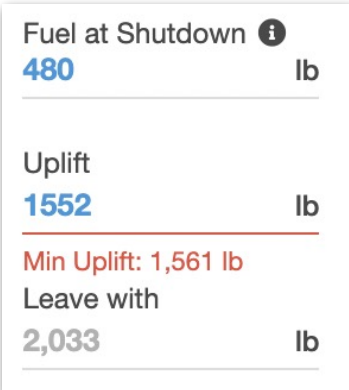
Fuel/Fee Fields

5. FLIGHT EDITOR

Tankering

The *Tankering* column contains three fields:

- **Fuel at shutdown** is the amount of fuel onboard the aircraft prior to refueling. By default, this amount is determined by the Flight Editor's selected Fuel Policy. When the Minimum Fuel policy is selected, the amount reflects the aircraft's minimum reserve fuel plus any contingency fuel. A user-defined Minimum Landing Fuel can be applied to all Fuel Advisor flights by deselecting the checkbox near the bottom of the page and entering an amount (see image below).
- **Uplift** is the amount of fuel added to aircraft. Uplift fuel is automatically calculated while considering capacity, weight limit, and fuel requirements. A **warning** is displayed below the Uplift field if a limit or requirement is exceeded. If Runway Analysis is calculated, the maximum allowable takeoff weight and selected routes are factored into Fuel Advisor results.
- **Leave With** fuel is equivalent to fuel at shutdown plus uplifted fuel.



The screenshot shows a vertical stack of three input fields. The first field is labeled 'Fuel at Shutdown' with an information icon and contains the value '480' in blue text. The second field is labeled 'Uplift' and contains the value '1552' in blue text. Below the 'Uplift' field, there is a red warning message: 'Min Uplift: 1,561 lb'. The third field is labeled 'Leave with' and contains the value '2,033' in blue text. Each field has a unit 'lb' to its right.

Field	Value	Unit
Fuel at Shutdown	480	lb
Uplift	1552	lb
Min Uplift (Warning)	1,561	lb
Leave with	2,033	lb

Tankering Fields

5. 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

5.5.3 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

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removed from each leg to optimize savings while complying with minimum fuel requirements, fuel capacity, and weight limits.

Optimized User Tankering Settings

There are four optimized settings that a user can select to customize tankering scenarios.

- **Buffer Fuel** defines a specified percentage that will be added to the total fuel uplifted at each leg. This fuel can be used to account for potential delays beyond what has been accounted for.

NOTE: Buffer Fuel is not the same as Contingency Fuel as defined in the Advanced Fuel Options on the [Flight Planning page](#).

- **Min. Landing Fuel** allows the user to specify the minimum fuel desired upon landing at a destination. The default fuel amount is used to arrive at the destination with the reserve fuel quantity. The reserve fuel quantity can be overridden by manually entering a fuel quantity or by selecting the *Use reserve + contingency* checkbox.
- **Max Takeoff Weight**, by default, is set to the MTOW from the aircraft settings. A user-defined weight can be set by clicking the *Use defined MTOW* box.
- **Max Landing Weight**, by default, is set to the MLW from the aircraft settings. A user-defined weight can be set by clicking the *Use defined MLW* box.

Buffer Fuel ⓘ 0 %	Min. landing fuel 2500 lb <input type="checkbox"/> Use reserve + contingency	Fees \$0	Apply Scenario to Flights	Generate Report
Max Takeoff Weight 13870 lb <input type="checkbox"/> Use defined MTOW	Max Landing Weight 12750 lb <input type="checkbox"/> Use defined MLW	Fuel 2,212 lb \$2,166		
		Total \$2,166		
		Savings \$0		

Optimized User Tankering Settings

5. FLIGHT EDITOR

5.5.4 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.

Recommended Tankering

×

Sucessfully calculated our recommended tankering scenario.
Total savings: \$1,159

Close

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

5.5.5 Reset Scenario

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

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5.5.6 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.

5.5.7 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](#)

5.5.8 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](#).

5.6 Advanced Weight Options

Advanced Weight Options allow a user to manually enter a maximum takeoff and landing weight per flight that is less than the defaults set on the Aircraft page. When enabled in [Settings](#), **Advanced Weight Options** will be displayed on the flight page.

A warning message will be displayed if the flight cannot be completed at the weights that are entered.

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

Maximum Takeoff Weight	Maximum Landing Weight
<input type="text"/> lb	<input type="text"/> lb

Advanced Weight Options

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5.7 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
		<input type="checkbox"/> Use max load			
		Total	0		0 lb

Crew and Load Section

Click on any crew field to open a dropdown menu listing all selectable users on your account by name or email address. Begin typing a name in the crew field to quickly filter the list as you type. Click on a user to select them for that crew field.

Crew fields can be added for PIC, SIC, or Crew Additional (CA) by using the **Add Crew** button. This button allows crew members to be added until the aircraft's maximum seating capacity has been reached. When this occurs, the button will gray out and become disabled. The message "insufficient seats" will appear when the cursor is hovered over the button

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

5. FLIGHT EDITOR

5.7.1 Ad-hoc Crew Members

Crew members who are *not* a part of your ForeFlight account can be assigned to your flights. To assign someone to a flight that's not a part of your organization, enter their email address in the appropriate crew member field.

Adding an email address assigns the person as an ad-hoc crew member. Ad-hoc crew members are not saved to your account. This feature is intended for contract pilots who do not regularly perform flights for your organization.

Crew members who are not part of your organization but *regularly* fly for you should be added to **People Manager**.

Crew Members added via People Manager

When a crew member is added to People Manager, they can be selected from the Crew list when planning a flight. A “non-account user” dot is displayed next to their name in the crew list. Hover the cursor over the dot to reveal the label.

With the exception of appearing in the crew list, crew members added to People Manager behave the same as ad-hoc crew members added via email.

For the purpose of this guide, all non-account users are considered the same as ad-hoc crew members. Additional details are available on the next page.

The screenshot shows a 'CREW' list interface. It has two columns: 'PIC' and 'SIC'. A dropdown menu is open under the 'PIC' column, listing three crew members: Grant Gibbons (grant.gibbons@memorialh...), Jack Smith (jacksmith@test.co), and Jim Farley (j.farley@foreflight.com). Each entry has a small dot to its right. A tooltip labeled 'Non-account user' is visible next to the dot for Grant Gibbons. Below the list is a text input field labeled 'Your Name Here'.

PIC	SIC
Grant Gibbons grant.gibbons@memorialh...	● Non-account user
Jack Smith jacksmith@test.co	
Jim Farley j.farley@foreflight.com	●
Your Name Here	

Crew Members (account and non-account holders)

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Flight Releases with Ad-hoc Crew Members

Ad-hoc crew members (and non-account users) receive email notifications when they are assigned to a flight and it is released or updated.

To view a 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.

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.

5. FLIGHT EDITOR

5.7.2 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
<input type="checkbox"/> 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 crew additional is filled automatically based on the number 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.

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Use Max Load

When **Use max load** is enabled, Dispatch calculates the maximum cargo weight that can be added without exceeding the aircraft's weight or fuel limits.

CREW ASSIGNED IN W&B		LOAD EDIT IN W&B		AUTOLOAD W&B	
PIC	SIC		PEOPLE	WEIGHT	SUBTOTAL
Thomas Ames	Grant VonGibbons	Pilots	2	× 205 lb	410 lb
		CA	0	× 205 lb	0 lb
		Adults	0	× 200 lb	0 lb
		Males	2	× 205 lb	410 lb
		Females	2	× 184 lb	368 lb
		Children	1	× 87 lb	87 lb
		Infants	0	× 0 lb	0 lb
		Cargo		300 lb	300 lb
		<input type="checkbox"/> Use max load			
		Total	7		1,575 lb

Use Max Load Selection Box

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.

5. FLIGHT EDITOR

5.8 Contingency Planning

Dispatch offers various contingency planning tools. When the **aircraft profile** is properly configured, contingency planning results are depicted on the **interactive map**, included in the flight's briefing, and with **some exceptions** sent to ForeFlight Mobile. A description and link to each tool are provided below:

- **Adequate Airports** is a tool for identifying airports that meet user-specified landing performance requirements. This tool can also be used to determine if a flight meets the extended-range threshold outlined by ETOPS.
- **ETP Airport Pairs** determines the equal time point between two airports. This tool is intended to aid pilots in determining the nearest airport in the event of an engine failure, depressurization, or medical emergency.
- **ETOPS** graphically depicts rings on the interactive map to aid flight planners in determining when flights exceed the extended-range and maximum deviation thresholds.
- **SETOPS** determines suitable airports for single-engine extended operations.
- **Point of Safe Diversion Airport** determines the furthest point along the route from which the aircraft could return to the user-specified safe diversion airport with alternate, reserve, and contingency fuel in the event of an engine failure, medical emergency, or depressurization.
- **PSR** (Point of Safe Return) determines the furthest point along the route from which the aircraft could return to the *departure airport* with alternate, reserve, and contingency fuel in the event of an engine failure.

CONTINGENCY PLANNING

Adequate Airports

ETP Airport Pairs

KBOS **Info** **CYYT** **Info** ☒ ETOPS **ETOPS Certification** **120 min - 1000 NM**

General Edward Lawrence Lo... St. John's International

Point Of Safe Diversion Airport ☐ PSR

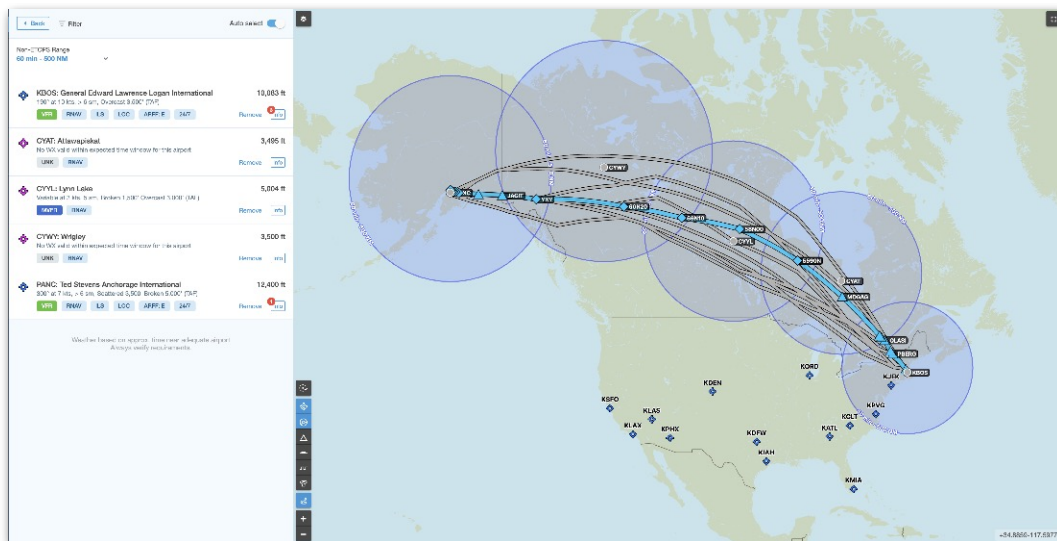
Contingency Planning Section

5. FLIGHT EDITOR

5.8.1 Adequate Airports

The Adequate Airports contingency planning tool serves the following purposes:

- Identify potential diversionary airports.
- Display rings around those airports for determining if a flight exceeds the extended-range (non-ETOPS) threshold.
- Provide a warning banner when the route is outside the depicted rings.



Adequate Airports View

Opening Adequate Airports

The **Adequate Airports** button is located in the Flight Editor - Contingency Planning section and opens the Adequate Airports view. The button will display a red warning badge when the flight exceeds the non-ETOPS range for the specified ETP airport pairs, or when the flight is not covered because the ETOPS profile is not needed.

CONTINGENCY PLANNING

Adequate Airports

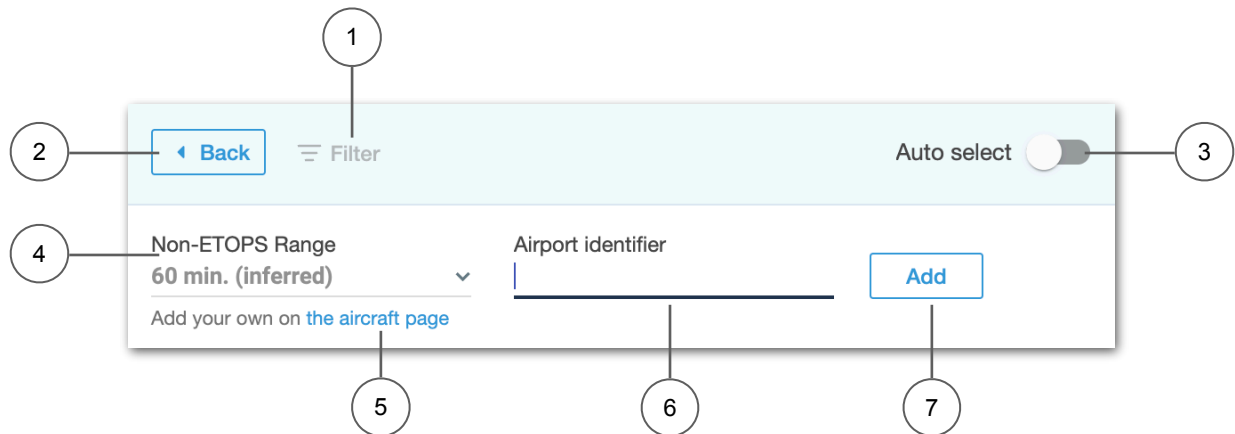
CONTINGENCY PLANNING

Adequate Airports

5. FLIGHT EDITOR

Adequate Airports User Interface

The Adequate Airports interface contains the following elements:

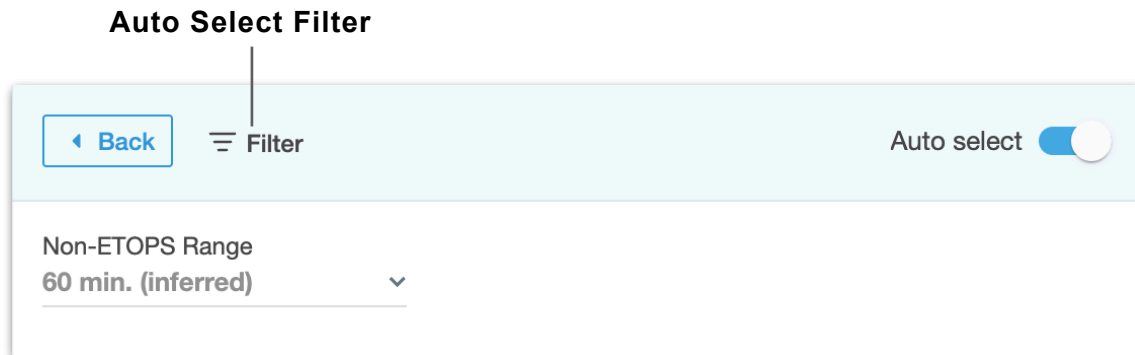


1. Filter button for specifying how adequate airports are automatically selected.
2. **Back** button for navigating back to the Flight Editor.
3. Auto select toggle for automatically selecting adequate airports. This toggle is disabled by default but can be enabled by default with the **Adequate Airports Auto-select by default** setting.
4. The Non-ETOPS Range specifies the flight's extended-range threshold. In other words, beyond the selected distance, the flight qualifies as extended-range and ETOPS compliance is required. By default, the dropdown includes the extended-range threshold (60 minutes) and any other ETOPS range specified in the **aircraft profile**. If the aircraft profile does not have a user-specified 60-minute range, one is inferred using 60 minutes and the diversion speed from the aircraft's other user-specified ETOPS values. For example, if ETOPS 180 minutes is entered with a range of 900 miles, the non-ETOPS 60-minute option would result in a range of 300 miles.
5. Link to the **Aircraft page** for editing the aircraft's ETOPS range.
6. Airport identifier for manually specifying an airport. Only available when Auto select is disabled.
7. **Add** button for manually adding the airport entered in the Airport identifier field. Only available when Auto select is disabled.

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Automatically Adding Adequate Airports

To automatically add adequate airports, ensure the **Auto select** toggle is on. When enabled, Dispatch automatically adds the fewest number of airports required to cover the route while also complying with the **selected filters**.



Auto Select Adequate Airports Enabled

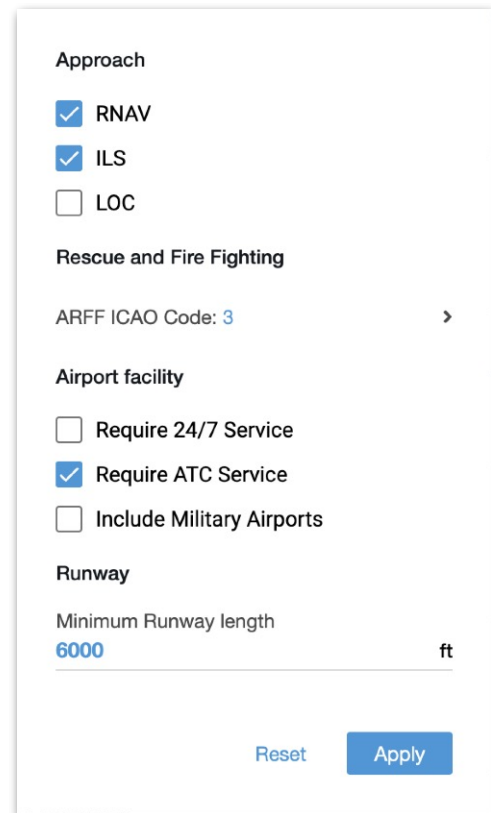
5. FLIGHT EDITOR

Filtering Adequate Airports

Adequate airports can be filtered by instrument approach type, airport capabilities, and minimum runway length. With the exception of the minimum runway length, filters do not persist between flights. Minimum runway length filters are saved on a per-tail basis.

To filter automatically selected airports:

1. Use the checkboxes to select the required approach types and services.
2. If applicable, enter a minimum runway length.
3. Select **Apply**.

A screenshot of a 'Filtering Options' dialog box. It contains several sections: 'Approach' with checkboxes for RNAV (checked), ILS (checked), and LOC (unchecked); 'Rescue and Fire Fighting' with a text field for 'ARFF ICAO Code' set to '3' and a right arrow; 'Airport facility' with checkboxes for 'Require 24/7 Service' (unchecked), 'Require ATC Service' (checked), and 'Include Military Airports' (unchecked); and 'Runway' with a text field for 'Minimum Runway length' set to '6000' and a unit 'ft'. At the bottom right are 'Reset' and 'Apply' buttons.

Approach

☒ RNAV

☒ ILS

☐ LOC

Rescue and Fire Fighting

ARFF ICAO Code: 3 >

Airport facility

☐ Require 24/7 Service

☒ Require ATC Service

☐ Include Military Airports

Runway

Minimum Runway length 6000 ft

Reset Apply

Filtering Options

ARFF Filter

Flights outside the United States can also filter airports by aircraft rescue and firefighting capabilities using **ARFF ICAO Codes**.

NOTE: FAA ARFF badges are displayed for U.S. airports, but FAA ARFF codes cannot be used to filter airports.

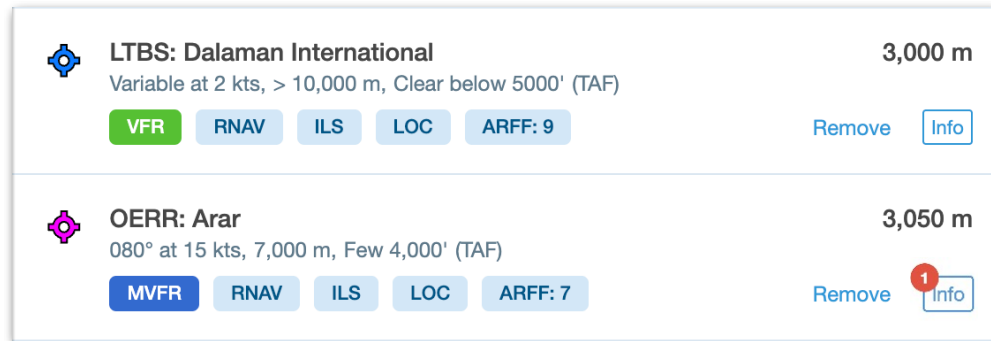
Require 24/7 Service Filter

Airport hour of operation data is generally only available for the United States. Thus, the “Require 24/7 Service” filter is only applicable to domestic U.S. flights.

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Adequate Airport Summaries

Adequate airports are listed in the order they are encountered throughout the flight. Each airport includes a summary of airport capabilities and if available, observed or forecast weather conditions.



Adequate Airport Summaries

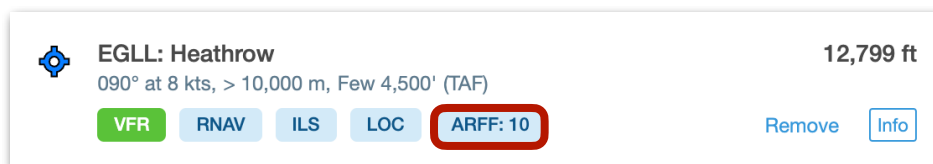
From top to bottom, each summary includes:

- Airport icon:
 - Controlled
 - Uncontrolled
 - Military
- Airport ICAO identifier and name.
- Length of the longest runway. Hover the cursor over the length to reveal the corresponding runway.
- Current or forecast weather for the estimated crossing time. The weather source is displayed in parentheses (e.g., METAR or TAF).
- Color-coded flight rule based on displayed weather.
- Tags for available approach types. If an approach is out of service, the tag is still displayed.
- Aircraft rescue and firefighting code** (ARFF). In the U.S., FAA ARFF codes are used. Outside the U.S., ICAO codes are used.
- 24/7 tag for airports in the United States that are attended continuously.
- Remove** button for removing the airport from the Adequate Airports list.
- Info** button for displaying the airport pop-up. If the airport has NOTAMs that can affect safety (e.g., runway closures), a red badge is displayed.

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Aircraft Rescue and Fire Fighting (ARFF) Codes

When ARFF data for the airport is available, Adequate Airports displays an ARFF badge for the airport with the appropriate code. ARFF classifications are by aircraft size and can be found below:



ARFF Badge

ICAO Aircraft Rescue Fire Fighting Codes

ARFF Code	Overall Aircraft Length (m)	Maximum Fuselage Width (m)
1	0 up to but not including 9	2
2	9 up to but not including 12	2
3	12 up to but not including 18	3
4	18 up to but not including 24	4
5	24 up to but not including 28	4
6	28 up to but not including 39	5
7	39 up to but not including 49	5
8	49 up to but not including 61	7
9	61 up to but not including 76	7
10	76 up to but not including 90	8

FAA Aircraft Rescue Fire Fighting Codes

ARFF Code	Overall Aircraft Length (ft)	Maximum Fuselage Width
A	Less than 90	N/A
B	90 up to but not including 126	N/A
C	126 up to but not including 159	N/A
D	159 up to but not including 200	N/A
E	More than 200	N/A

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5.8.2 Equal Time Points (ETP)

See [Equal Time Points](#) for more information.

5. FLIGHT EDITOR

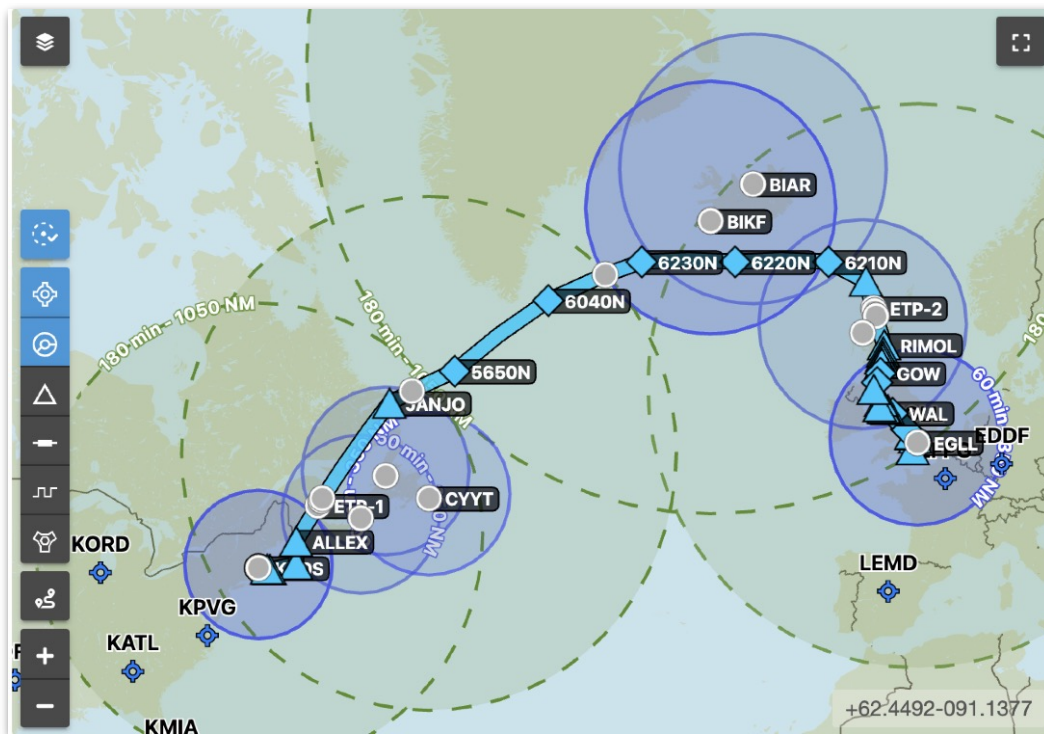
5.8.3 ETOPS

ETOPS (extended-range twin-engine operational performance standards) is a set of regulations that govern multi-engine transport category aircraft conducting extended overwater and remote area flights. Flights that remain within 60 minutes of diversionary airports are typically not conducting extended-range operations and thus ETOPS is not applicable.

NOTE: To better reflect the scope and applicability of this regulation, ICAO has replaced the term ETOPS with extended diversion time operations (EDTO). Given the broad usage and familiarity of the term ETOPS, Dispatch continues to use this term where applicable.

As depicted below, the ETOPS contingency planning tool draws two rings on the **interactive map**. The smaller (blue) rings depict the non-ETOPS 60-minute threshold (which is specified in **Adequate Airports**) and the larger (green) rings depict the aircraft's maximum deviation time. Deviation times are entered in the aircraft profile and selected in the Contingency Planning section for the Flight Editor.

In addition to the interactive map, ETOPS data is included in the Navlog and the Briefing.



Adequate Airports (Blue) - Max Deviation Time/Distance (Green)

5. FLIGHT EDITOR

Performing an ETOPS compliance check

If a flight exceeds the non-ETOPS threshold, follow the steps below to verify ETOPS compliance:

1. In the Contingency Planning section, manually enter diversionary airports in the ETP Airport Pairs field.

The screenshot shows the 'CONTINGENCY PLANNING' section with a sub-tab 'Adequate Airports'. Below this, the 'ETP Airport Pairs' section lists two airports: 'PANC' (Ted Stevens Anchorage Intern...) and 'KHOU' (William P Hobby). To the right, the 'ETOPS Certification' is set to '180 min - 1050 NM'. A checkbox for 'ETOPS' is checked.

Entering en route alternate airports and enabling ETOPS

2. Enable the **ETOPS** checkbox.
3. Select the aircraft's ETOPS certification range from the dropdown. Once complete, (blue) adequate airport non-ETOPS threshold and (green) maximum deviation range rings are drawn on the map.
4. Verify the flight is within the (green) maximum deviation range by referring to the interactive map. If a flight does not remain within the maximum deviation range, add additional ETP Airport Pairs or select a larger ETOPS certification option (if applicable). Flights that exceed the maximum deviation range display a warning banner at the top of the flight summary.



**Flight does not remain within maximum deviation range
(green rings)**

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Additional ETOPS information

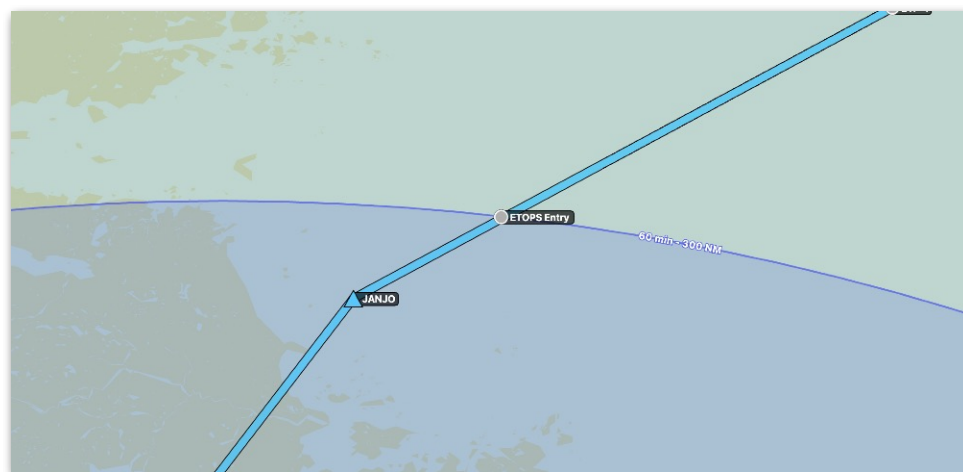
When ETOPS is enabled, the following actions occur:

- The selected maximum diversionary range (ETOPS certification range) is drawn around each airport listed in the ETP Airport Pairs fields.
- The extended-threshold (non-ETOPS) 60-minute range is drawn around each airport listed in the ETP Airport Pairs fields.
- Labels are displayed on the non-ETOPS and maximum diversionary range rings. It may be necessary to zoom in or out to view the labels.



Non-ETOPS and ETOPS Range Labels

- The point at which the aircraft enters and exits extended-range operations is drawn on the map.



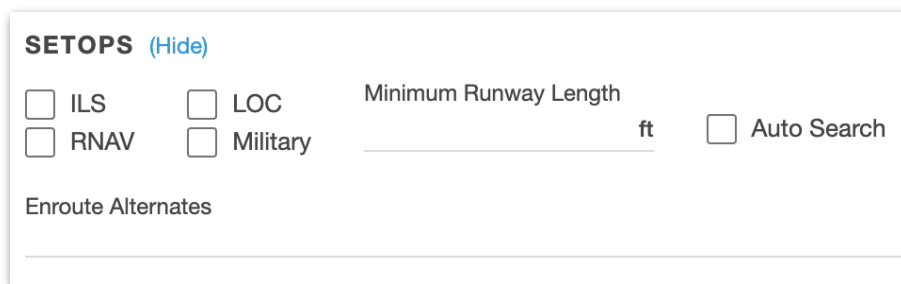
Entering extended-range operations

5. FLIGHT EDITOR

5.8.4 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.

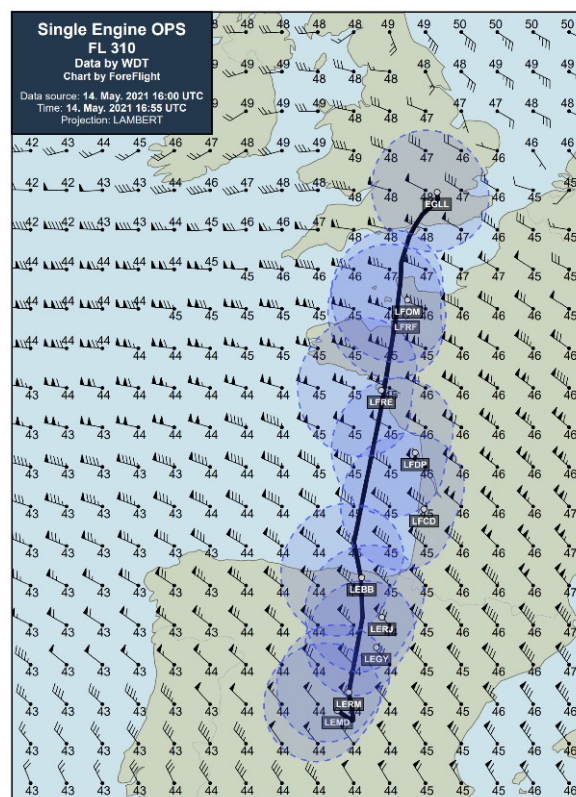
Below the checkboxes and minimum runway field this is an **En route Alternates** field which lists the en route alternate airports.

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.

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.



5. FLIGHT EDITOR

5.8.5 Point of Safe Diversion Airport

The Point Of Safe Diversion Airport determines the latest point where the aircraft is able to return to the diversionary airport in the event of an engine failure, medical emergency, or depressurization while maintaining alternate, reserve, and contingency fuel. The user-specified diversionary airport is entered in the Contingency Planning section next to the PSR toggle.

Point of Safe Diversion Airport

CYHZ



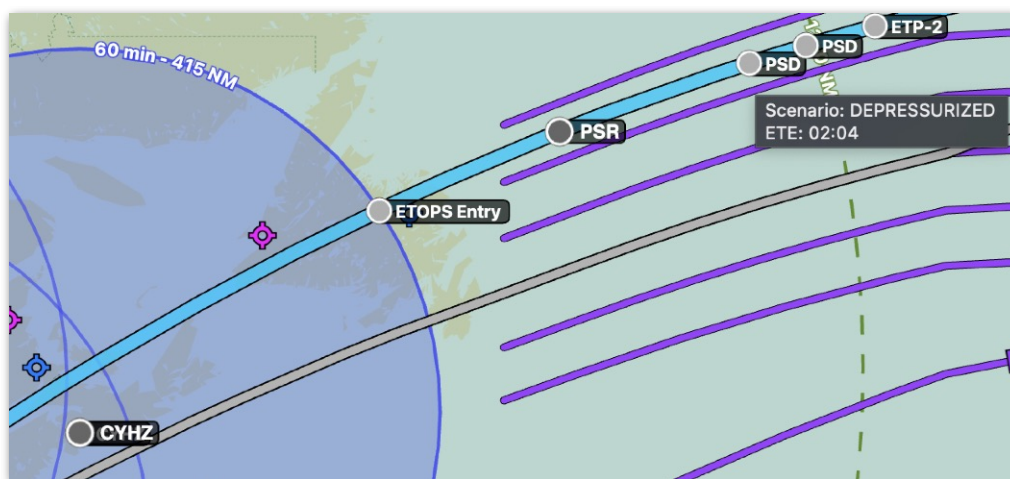
PSR

Point of Safe Diversion Airport

The diversionary airport and PSD points for each emergency scenario are displayed with a dot and PSD label. When the cursor is hovered over the dot, the scenario is identified with the ETE to return to the PSD airport. PSD data is also included in the Navlog.

-PSR- N5103.9/W04520.0	DCT FL490 1000	T10 307/032 -54/+3	067 071	477 487	218 1714	9953	9274	2505	0:27 3:28	2:44
-PSD-CYHZ N5136.9/W04356.2	DCT FL490 1000	T10 307/032 -54/+3	067 071	477 487	62 1652	9635	9592	2505	0:08 3:20	2:52

Navlog PSR and PSD in waypoint listing



Diversionary Airport (CYHZ) and PSD Waypoints

IMPORTANT: PSD times/points are calculated using the information entered in the ETP Configuration section of the aircraft profile. If OEI data is not available for the aircraft type, PSD calculations are conducted using the aircraft profile's medical scenario.

5. FLIGHT EDITOR

5.8.6 Point of Safe Return (PSR)

The Point of Safe Return is the furthest point along a route from which the aircraft could return to the *departure airport* with alternate, reserve, and contingency fuel in the event of an engine failure. Display the point of safe return by checking the **PSR** box.

Dispatch marks the point of safe return on the map as a dark gray dot with a PSR label. The dot is both larger and darker than ETP and PSD dots.



Point of Safe Return Waypoint

IMPORTANT: PSR calculations are conducted using AEO performance data up to the PSR point and OEI performance data after. If OEI data is not available for the aircraft type, PSR calculations are conducted using the aircraft profile's medical scenario.

5. FLIGHT EDITOR

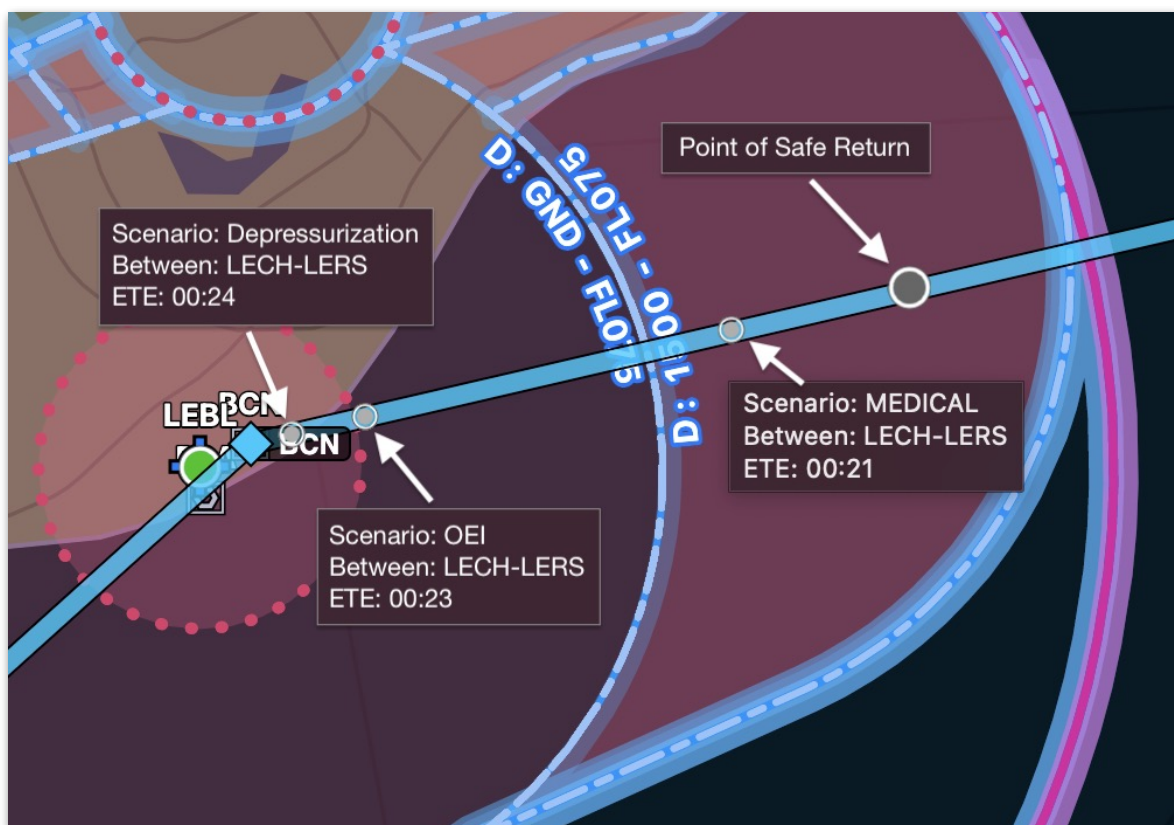
5.9 Equal Time Point Contingency Planning

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 airports is the ETP.

Determining ETP prior to flight is useful for emergency scenario planning. 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 three unique emergency scenarios when computing ETP:

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



ETP (Equal Time Points) on the map

5. FLIGHT EDITOR

5.9.1 Determining the Equal Time Point (ETP)

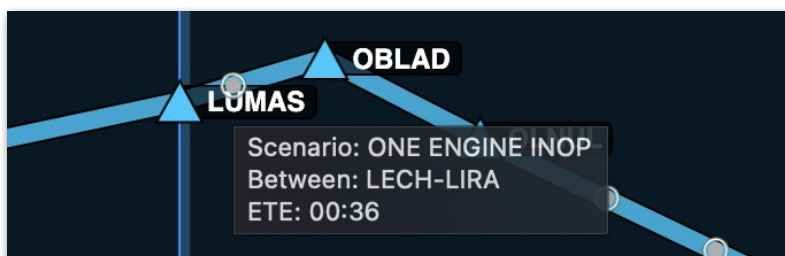
To determine ETP, diversionary airports must be specified in the Contingency Planning section. Enter each airport pair for which Dispatch shall determine the ETP. ETP results are displayed on the map and in the Briefing and Navlog.

CONTINGENCY PLANNING		
Adequate Airports		
ETP Airport Pairs		
LECH	Info	LIRA Info <input type="checkbox"/> ETOPS
Castellon		Roma Ciampino
LIRA	Info	LIEA Info
Roma Ciampino		Alghero-Fertilia

ETP Airports

ETP on the map

Dispatch depicts each equal time point on the map as a small gray dot. To determine which emergency scenario is being depicted by the 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 ETP text box can be depicted at a time.

5. FLIGHT EDITOR

5.9.2 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 Modes

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

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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

5. 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.

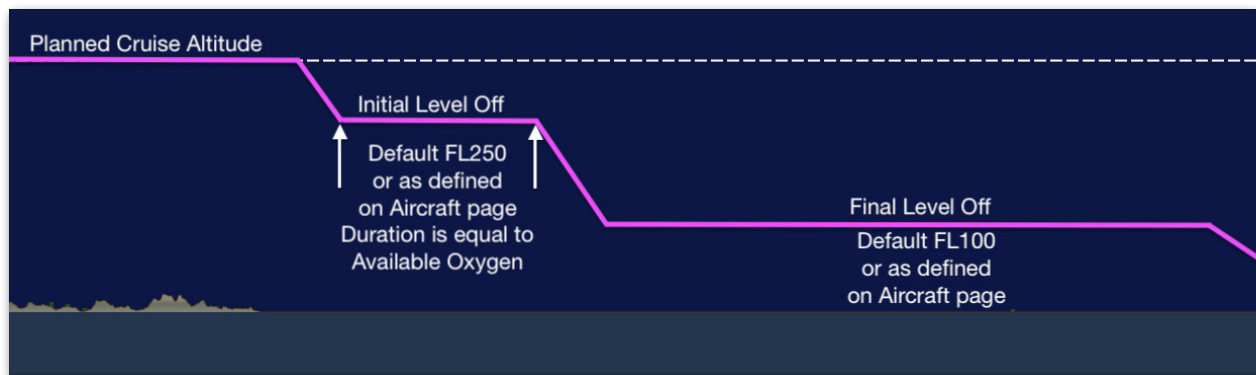
Depressurization ETP is calculated by accounting for an emergency descent to an initial level off altitude where the aircraft can cruise for a specified amount of time using the available oxygen onboard.

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 organizations use a different final level-off altitude, it can be edited 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

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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

5. 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.

5. 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) 0	Anti-Ice/Ice-Accretion % 0	Anti-Ice/Ice-Accretion Mode Always	ETP Reserve Time (Min) 0
ETP Fuel Bias % 0	Minimum ETP Landing Fuel (lbs) 0		

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.
- **Anti-Ice/Accretion Mode** specifies whether the Anti-Ice/Ice Accretion percentage described above is always applicable or only when icing is forecast. The calculations are applicable for the ETP diversion leg using forecast icing conditions.
- **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.

5. FLIGHT EDITOR

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

5.9.3 Viewing ETP Data on Reports

After the data is entered into the Aircraft ETP Configuration and proper ETP Pairs have been selected, the information can be viewed in two reports, Navlog and Briefing. **Navlog** and **Briefing** buttons are located at the top of the Flight Summary section and can be selected to generate a report.

An ETP Summary Report is available on the Navlog and displays each emergency scenario based on the information that was entered.

ETP Summary				
ETP #1				
KBOS / CYHZ MSA FL 49 / FL 24.				
TYPE	DIVERSION TIME	MIN FUEL	FL	COORDINATE
DEPRESSURIZED	0h31m	2549 lbs	FL 100	N4235.3/W06721.1
MEDICAL	0h26m	1994 lbs	FL 406	N4233.3/W06735.7
ONE ENGINE INOP	0h30m	2102 lbs	FL 300	N4234.1/W06730.4
ETP #2				
CYHZ / EGLL MSA FL 35 / FL 49.				
TYPE	DIVERSION TIME	MIN FUEL	FL	COORDINATE
DEPRESSURIZED	4h17m	12946 lbs	FL 100	N5134.3/W03524.4
MEDICAL	2h40m	8474 lbs	FL 450	N5124.6/W03652.7
ONE ENGINE INOP	4h03m	9603 lbs	FL 350	N5119.5/W03735.0

ETP Summary Report Listing Each Emergency Scenario on Navlog

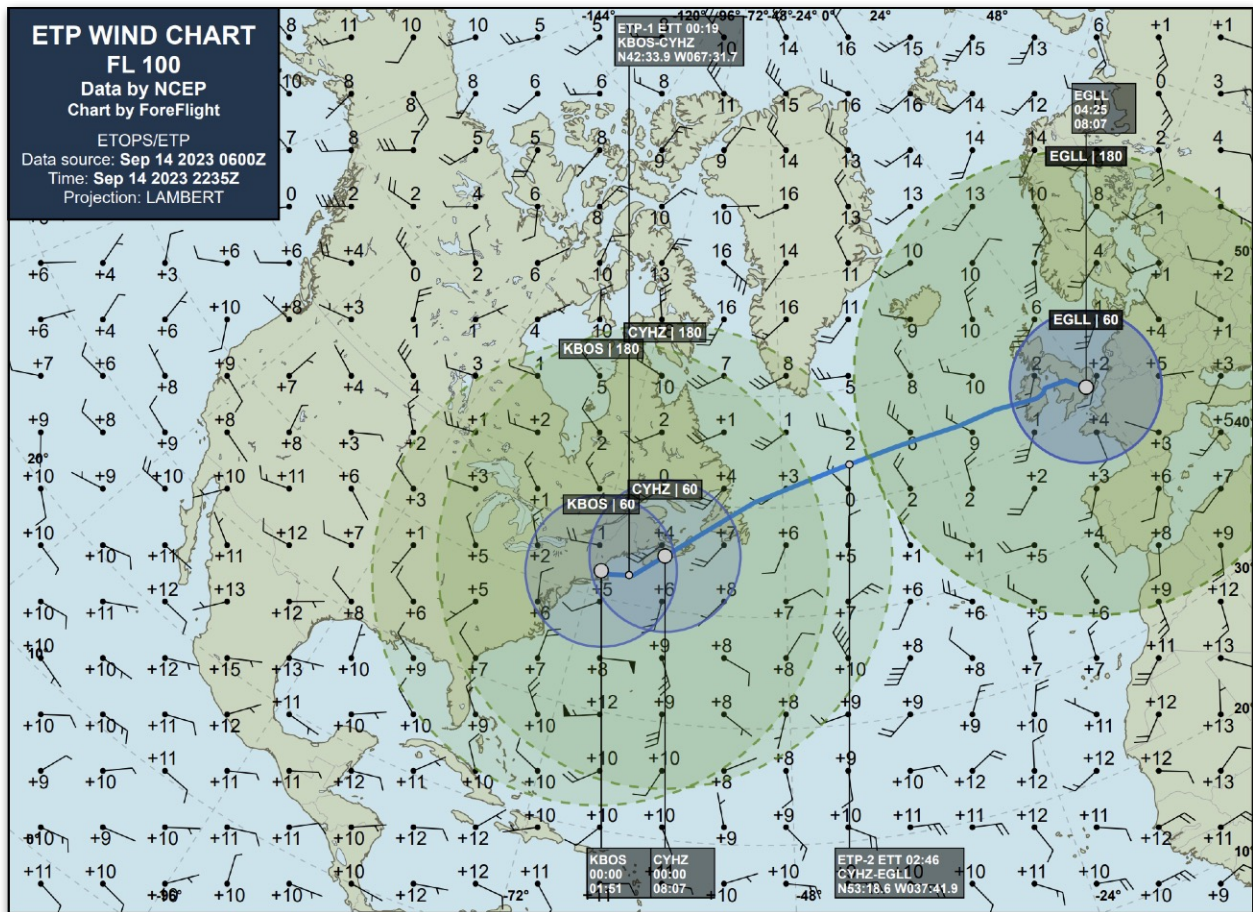
At the end of the Navlog report is a detailed ETP Report that lists information not available in the Summary Report. Each scenario will have a detailed report for each ETP.

ETP Report		
ETP #1		
DEPRESSURIZED FL 250 FOR 30 MINUTES THEN FL 100 @ 309KT, AEO LRC		
LAT/LON	KBOS	CYQX
	N4425.8/W06224.9	
FUEL, TIME & DISTANCE TO ETP	3701 lbs / 0h50m / 409NM	
REMAINING FUEL AT ETP	17739 lbs	
DISTANCE TO ETP ALTERNATE	395NM	422NM
AVERAGE WIND	5kt head (319°/013)	15kt tail (280°/027)
AVERAGE ISA/TEMPERATURE	-6 / -23 C	-8 / -25 C
MSA	FL 49	FL 35
FUEL & TIME FROM ETP TO ETP ALTERNATE	3380 lbs / 1h18m	3384 lbs / 1h18m
RESERVE FUEL & TIME	1139 lbs / 0h30m	1134 lbs / 0h30m
MIN REQUIRED FROM ETP TO ETP ALTERNATE	4518 lbs	4518 lbs
MIN REQUIRED FROM DEP TO ETP ALTERNATE	8219 lbs	8219 lbs
ETP ALTERNATE LANDING FUEL	14365 lbs	14354 lbs
ETP ALTERNATE LANDING FUEL AFTER HOLDING	13226 lbs	13220 lbs

Detailed ETP Report for Depressurization on Navlog

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The Briefing Report includes the ETP Summary Report and the Detailed Report that were part of the Navlog report. In addition, an ETP Wind Chart is included that visually displays the EPSs and diversionary airports.



ETP Wind Chart Displays ETP's and Diversionary Airports

5. FLIGHT EDITOR

5.10 Routes

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

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

5.10.1 Initial Altitude (Target Altitude)

When creating a new flight, the aircraft's default cruise altitude is loaded. If VFR is selected for flight rules, the initial altitude will default to FL175. Once a departure and destination are entered, the altitude that results in the least amount of expense (optimal altitude) replaces the default altitude.

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

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NOTE: If a **dry operating cost** is entered in the aircraft profile, it is factored in while determining the flight's optimal cruise altitude.

If a manually entered altitude exceeds the recommended altitude, a notice showing the reason for the default calculation will be displayed. The recommended altitude can be overridden by clicking “[Use \[Altitude\].](#)”

Route too short for 11000' cruise. Altitude reduced to: 9000'. [Use 11000'](#)

Altitude Notice

5.10.2 Flight Rules

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, followed by one or more changes of flight rules. A transition will automatically be added at the last point in the route if a transition is not specified.
- **ZFR** - The flight will begin as VFR, followed by one or more changes of flight rules. A transition from VFR will automatically be added at the first waypoint in the route if a transition is not specified.

5.10.3 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.

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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

5.10.4 Coordinates (Lat/Long)

The route field supports manual coordinate entry in Degree Minute Second and Decimal Degree format.

Degree Minute Second Format

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.

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Decimal Degree Format

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.

Selected Route

34.4567/-099.7654 

Altitude: FL450 for 944 nm

Decimal Degree Format

5.10.5 Potential Route List

Below the Selected Route field, there is a list of potential routes. The list 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.

The route list may include the following types of routes: Recommended Route, Saved Routes, ATC Cleared, EUROCONTROL, 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 depend 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

5. FLIGHT EDITOR

temperature-optimized route based on your selected aircraft and performance profile.

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.

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.

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.

Recently Filed Routes

The Recently Filed Routes section includes flights outside of the United States that have been filed by ForeFlight. Only flights with the same departure and destination airport pair (as your planned flight) will appear in the Recently Filed Routes section.

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 ATC publishes as preferred or are 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.
- **Canada:** Routes from Nav Canada CFS.
- **United Kingdom:** Routes from NATS Standard Route Document (SRD).
- **Brazil:** Routes from AIP Brazil.

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Route List


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.
- **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.

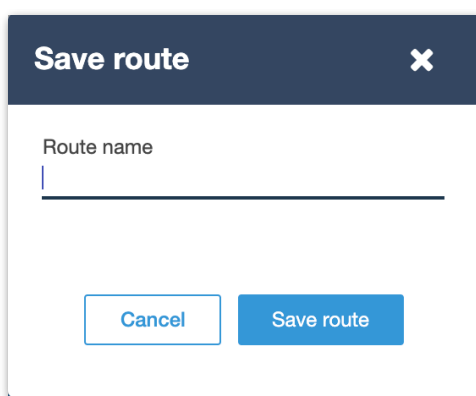
5. FLIGHT EDITOR

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. Inside the dialog, there is a text input field labeled "Route name" with a cursor inside. Below the input field are two buttons: "Cancel" and "Save route".

Save route	
Route name	
Cancel	Save route

Saving a Route

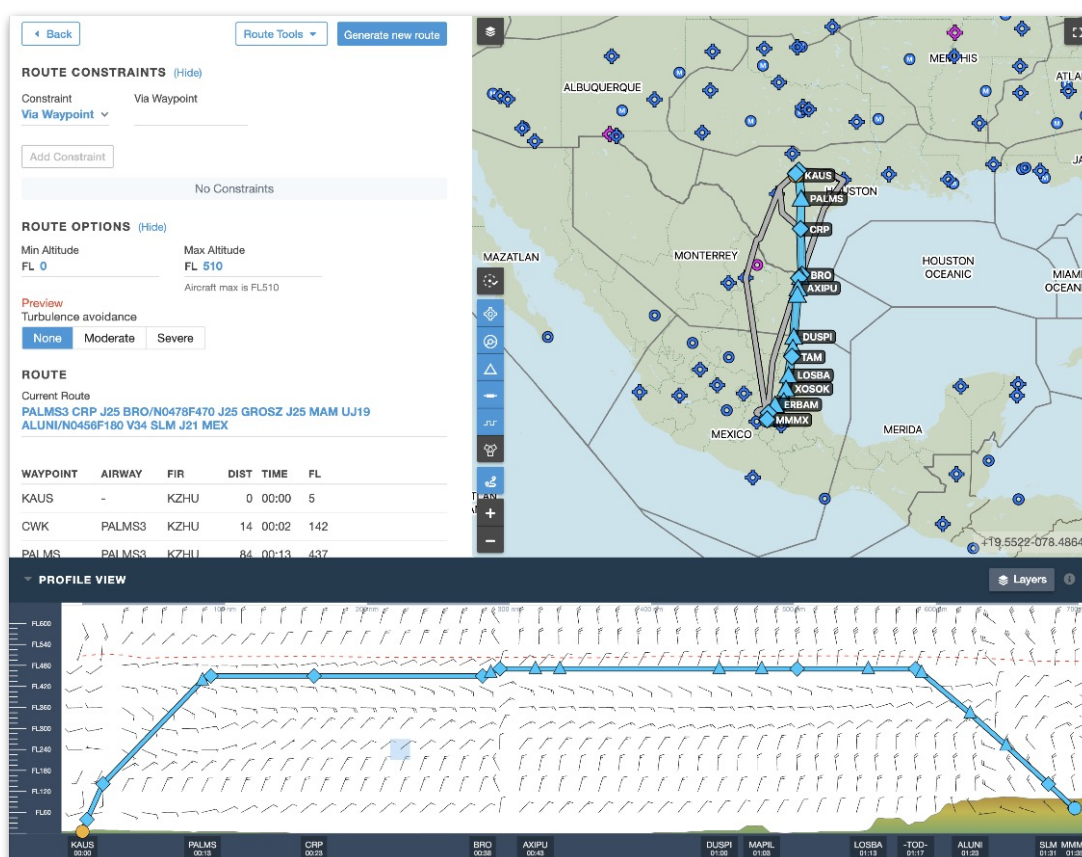
RECOMMENDED ROUTES		DISTANCE	TIME	FUEL
FL450 IFR	LURIC7 HAWES ELD J29 SUTTN JAMEA BETIE DARBY SUMET JST HNK PONCT JFUND2	1,450 nm	03:36	2,762 lb
SAVED ROUTES				
FL450 IFR	LURIC7 HAWES ELD J29 SUTTN JAMEA BETIE DARBY SUMET JST HNK PONCT JFUND2 Weekly Monday Trip	1,450 nm	03:36	2,762 lb

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

ROUTE BUILDER

Route Builder allows flight planners to specify rules for building customized routes. As indicated by the list below, Route Builder is organized into three sections.

- The **Route Section** (top left) contains route constraints, route options, route adjustments, and additional route tools for defining a route.
- The **Interactive Map** (top right) displays potential routes between the departure and destination airports. Weather, charts, and additional features that assist with flight planning can also be displayed on the map.
- The **Profile View** (bottom) displays a cross-section of the route.



Route Builder

NOTE: Profile View can only be accessed from within the Route Builder.

6. ROUTE BUILDER

6.1 Route Section

The Route Section contains all the tools necessary to build a custom route.

- **Route Constraints** allow for user-defined rules.
- **Route Options** defines minimum and maximum route altitudes and can be used to generate a route based on forecast turbulence.
- **Current Route and Route Table** display the current route and an expanded view of the route with details about each route element.
- **Waypoint Adjustments** edit the *en route* portion of the flight on a per-waypoint basis.
- **Route Tools** provide access to the Route Report, NOTAM lookup, and Airspace Crossings report.

The screenshot shows the 'Route Builder - Route Section' interface. At the top, there are buttons for '< Back', 'Route Tools' (with a dropdown arrow), and 'Generate new route'. Below this is the 'ROUTE CONSTRAINTS (Hide)' section, which includes a 'Constraint' dropdown menu set to 'Via Waypoint', an 'Add Constraint' button, and a message 'No Constraints'. The 'ROUTE OPTIONS (Hide)' section follows, showing 'Min Altitude FL 0' and 'Max Altitude FL 510' with input fields. A note states 'Aircraft max is FL510'. Under 'Preview', there are buttons for 'Turbulence avoidance' set to 'None' (with 'Moderate' and 'Severe' also visible). The 'ROUTE' section shows the 'Current Route' as 'EHF CANDA'. Below this is a table with columns: WAYPOINT, AIRWAY, FIR, DIST, TIME, and FL. The table lists four waypoints: KCMA, EHF, CANDA, and KMMH, each with associated airway, FIR, distance, time, and altitude. EHF and CANDA have red trash and blue plus icons next to them.

WAYPOINT	AIRWAY	FIR	DIST	TIME	FL
KCMA	-	KZLA	0	00:00	0
EHF	DCT	KZLA	76	00:11	360
CANDA	DCT	KZOA	191	00:26	127
KMMH	DCT	KZOA	206	00:29	71

Route Builder - Route Section

IMPORTANT: After adding route constraints, route options, and waypoint adjustments, users must click the **Generate new route** button.

6. ROUTE BUILDER

6.1.1 Route Constraints

Route constraints are user-defined rules that specify if a route must contain (Via) or avoid a specific element. An unlimited number of constraints can be added to a route to include:

- **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, or coordinates. Type the identifier in the Via Waypoint field and click **Add Constraint** to add it to the list of active constraints. Waypoint names autocomplete once two characters are entered.

NOTE: The Via Waypoint constraint supports decimal degree and degree minute coordinate formats. Examples of each format are given below.

Unless otherwise notated, coordinates are presumed to be north latitude and east longitude. The minus symbol can be used to designate the opposite hemisphere as can the letter W or S as appropriate.

- Decimal Degree: 32.85/-106.60 or 32.85N106.60W
 - Degree Minute: 3355/-11514 or 3355N11514W
- **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 **Overflown 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.

6. ROUTE BUILDER

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 the 'ROUTE CONSTRAINTS' panel with a '(Hide)' link. It contains three dropdown menus: 'Constraint' (set to 'Avoid FIR'), 'Avoid FIR' (set to 'EKDK: COPENH...'), and 'Overflown FIR'. An 'Add Constraint' button is on the right. Below these is a list of constraints with one entry: 'Avoid FIR' for 'EKDK: COPENHAGEN (FIR)', with a 'Remove' button to its right.

Avoid FIR Route Constraint

- **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 or PAC) 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.

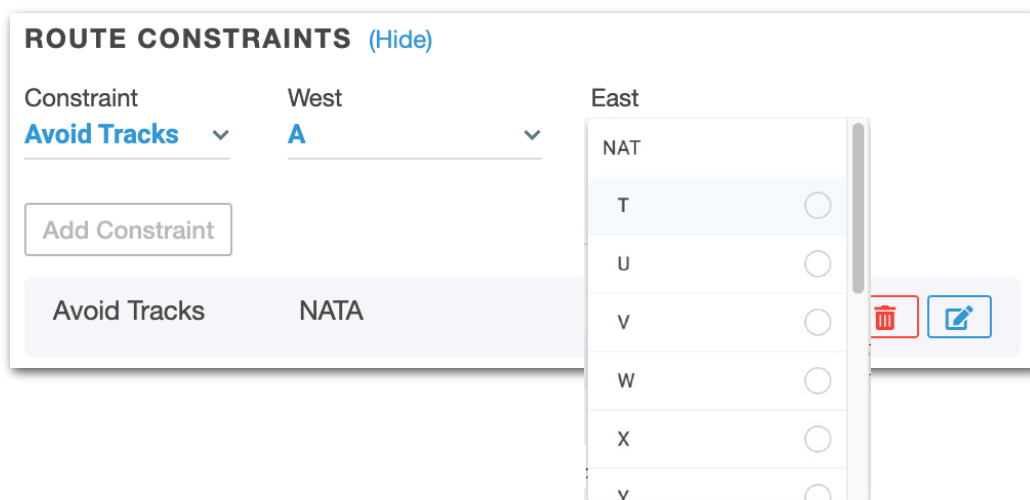
The screenshot shows the 'ROUTE CONSTRAINTS' panel with a '(Hide)' link. The 'Constraint' dropdown is set to 'Via Track'. There is a 'Use any' checkbox and two dropdown menus labeled 'West' and 'East'. The 'West' dropdown is open, showing 'NAT tracks' and 'PAC tracks' with right-pointing arrows. The 'East' dropdown is also open, showing a list of letters: A, B, C, D, E, and F. An 'Add Constraint' button is on the left. Below the dropdowns is a list of constraints, currently showing 'No Constraints'.

Via Track Route Constraint

6. ROUTE BUILDER

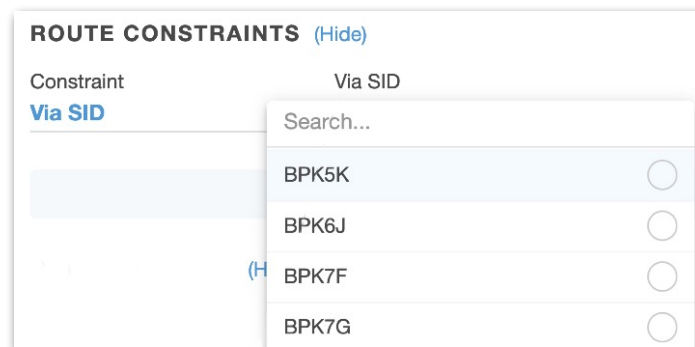
- **Avoid Tracks** specifies an oceanic track that will be excluded from the route. Click the West or East dropdown menus based on the direction of flight and mouse over each track system in the list (NAT or PAC) to see all available tracks for each type.

Click on a track name to add it to the list of constraints (the Add Constraint button is not used). Dispatch will select the particular track and exclude it from route planning. Individual track constraints can be removed by deselecting the individual track from the West or East dropdown menu. All selected tracks can be removed from the constraints list at once by selecting the delete button (trash can icon).



Avoid Tracks Route Constraints

- **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.



Via SID Route Constraint

6. ROUTE BUILDER

- **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, navaids, 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.

6. ROUTE BUILDER

- **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)

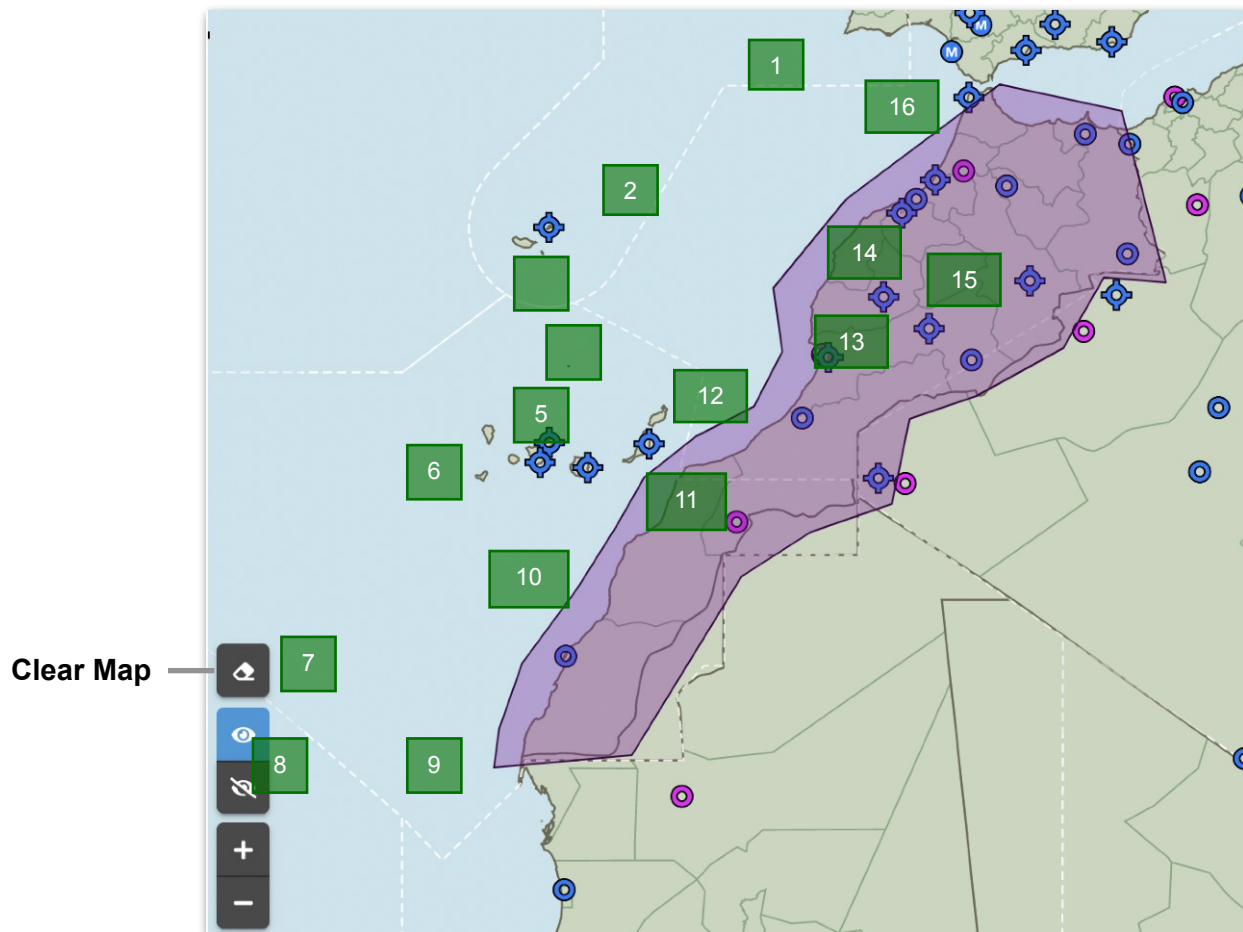
[Remove](#)

Avoid Country Constraint

6. ROUTE BUILDER

- **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

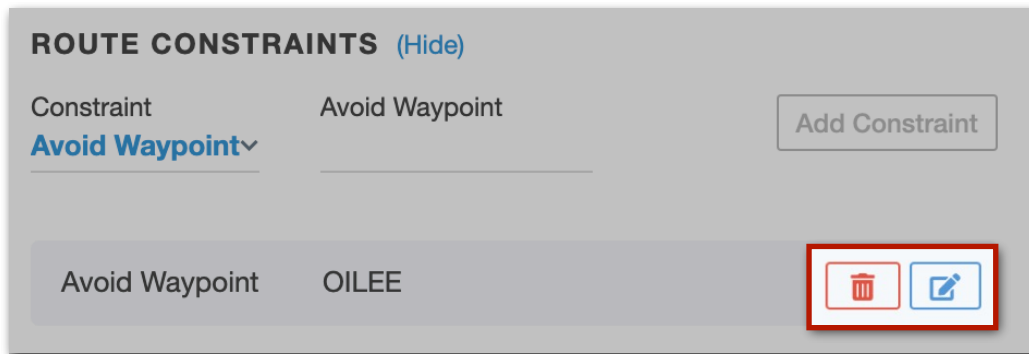
6. ROUTE BUILDER

6.1.2 Editing Route Constraints

Route constraints can be edited by clicking the pencil icon to the right of the constraint and editing the constraint type or criteria.

Removing Route Constraints

To remove a constraint, click the trash can icon. There is no confirmation when removing a constraint. If a constraint is accidentally removed, it can be added back by following the steps taken to add it originally.



Editing and Removing Route Constraints

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

6. ROUTE BUILDER

6.1.3 Route Options

Route Options define minimum and maximum route altitudes and can be used to generate a route that avoids turbulence.

Route Altitudes

The minimum and maximum altitude fields define the altitude constraints for the flight. By default, the aircraft's maximum ceiling as defined in the aircraft profile is assigned to the maximum altitude field.

Turbulence Avoidance

Turbulence avoidance is a **Preview** feature that can generate a route which avoids moderate or severe turbulence.

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.

ROUTE OPTIONS [\(Hide\)](#)

Min Altitude	Max Altitude
FL 0	FL 510
Aircraft max is FL510	

Preview

Turbulence avoidance

None

Moderate

Severe

Route Options

6. ROUTE BUILDER

6.1.4 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

Waypoint Adjustments

Current Route and Route Table

6. ROUTE BUILDER

6.1.5 Waypoint Adjustments

The Route Table contains buttons for adjusting the *en route* portions of a flight. The departure and arrival leg segments cannot be adjusted and thus do not have the [\[+\]](#) or  adjustment buttons.

Waypoint Adjustment Options

En route adjustments 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.
- **Change Flight Rules**.

Military Flight Bag Waypoint Adjustments

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

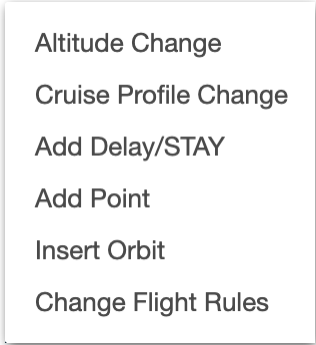
- Inserting a Track (USA only).
- Adding and Removing Fuel.
- Adding and Removing Payload.
- Specifying a **Time of Arrival**.
- Changing (OAT/GAT) **Air Traffic Rules**.

6. ROUTE BUILDER

Adding a route adjustment

To add an adjustment to the route:

1. Click the **[+]** 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**.

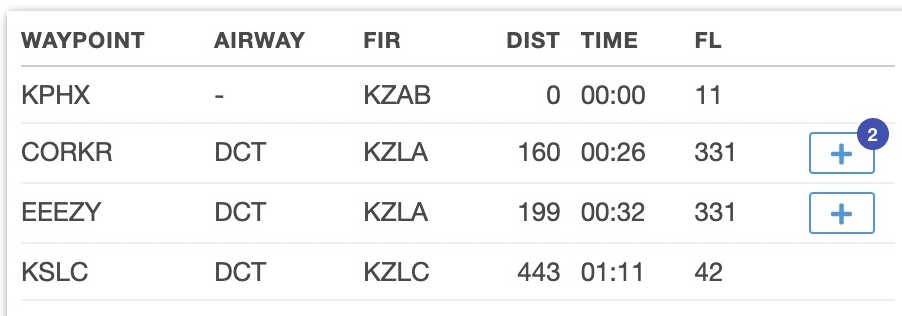
A dropdown menu titled 'Add Adjustment Menu' with a light gray background and a thin border. It contains six options: 'Altitude Change', 'Cruise Profile Change', 'Add Delay/STAY', 'Add Point', 'Insert Orbit', and 'Change Flight Rules'.

- Altitude Change
- Cruise Profile Change
- Add Delay/STAY
- Add Point
- Insert Orbit
- Change Flight Rules

Add Adjustment Menu

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.

A screenshot of the Route Builder interface showing a table with five columns: WAYPOINT, AIRWAY, FIR, DIST, TIME, and FL. The table contains four rows of data. The first row is KPHX, -, KZAB, 0, 00:00, 11. The second row is CORKR, DCT, KZLA, 160, 00:26, 331, with a blue square button containing a white plus sign and a small blue circle with the number 2 next to it. The third row is EEEZY, DCT, KZLA, 199, 00:32, 331, with a blue square button containing a white plus sign. The fourth row is KSLC, DCT, KZLC, 443, 01:11, 42.

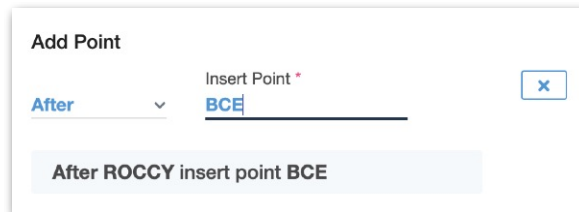
WAYPOINT	AIRWAY	FIR	DIST	TIME	FL
KPHX	-	KZAB	0	00:00	11
CORKR	DCT	KZLA	160	00:26	331
EEEZY	DCT	KZLA	199	00:32	331
KSLC	DCT	KZLC	443	01:11	42

Route Builder with adjustment counter

6. ROUTE BUILDER

Add Point Waypoint Adjustment

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.



Add Point

Insert Point *

After

After ROCCY insert point BCE

Add Point Waypoint Adjustment

Altitude Change

The altitude change adjustment allows flight planners to specify a maximum altitude after a specific waypoint. To adjust en route altitudes:

1. Click the waypoint adjustment button for the appropriate waypoint.
2. Select **Altitude Change**.
3. Specify the maximum altitude after the waypoint.
4. Click **Apply Adjustment**.

En route altitude changes are reflected in the flight planning results, Navlog, and flight plan form. The flight plan form appends the new altitude and speed to the waypoint (e.g., DUSPI/N0496F430).



Altitude Change

Altitude *

FL 430

Limit altitude to FL 430 after DUSPI

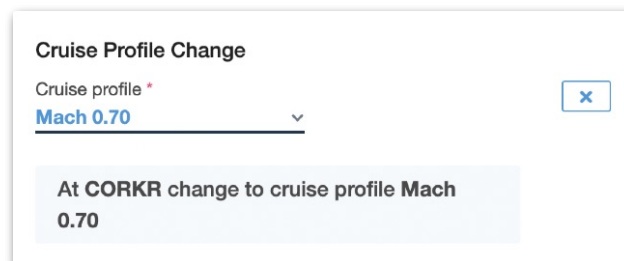
Altitude Change

6. ROUTE BUILDER

Cruise Profile Change

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

Cruise profile changes are reflected in the flight planning results, Navlog, and flight plan form. The flight plan form appends the new speed and altitude to the waypoint (e.g., CORKR/N0496F350).



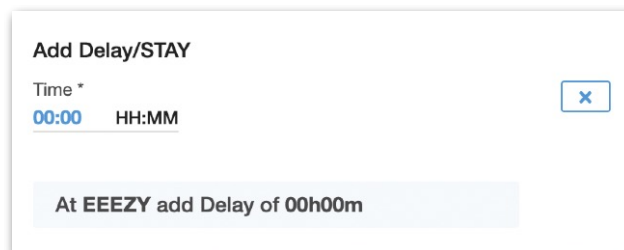
The screenshot shows a dialog box titled "Cruise Profile Change". It has a close button (X) in the top right corner. Below the title, there is a label "Cruise profile *" followed by a dropdown menu. The dropdown menu is open, showing "Mach 0.70" as the selected option. Below the dropdown, there is a light blue box containing the text "At CORKR change to cruise profile Mach 0.70".

Cruise Profile Change

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.

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.



The screenshot shows a dialog box titled "Add Delay/STAY". It has a close button (X) in the top right corner. Below the title, there is a label "Time *" followed by a text input field. The input field contains "00:00" and "HH:MM" is displayed to its right. Below the input field, there is a light blue box containing the text "At EEEZY add Delay of 00h00m".

Add Delay/Stay

6. ROUTE BUILDER

Insert Orbit

The Insert Orbit adjustment adds a Race Track or Two Point Bowtie orbit at a waypoint. The type of orbit is determined by the buttons near the top of the Insert Orbit menu.

If an orbit is added, the orbit is included in the route, displayed on the map, and a delay for the time required to conduct the orbit is added to the flight.

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.

Orbits are defined by user-specified parameters which are discussed on the following page.

Insert Orbit

Race track Two point bowtie

Bearing * 090 °

Leg length * 25 NM

Distance Time

Turn direction

☐ Left

☒ Right

Turn radius * 5 NM

Bank Angle Radius

Altitude * FL 290

Cruise Profile Max Cruise Thrust

Exit condition * Laps 3

Preview

Insert Orbit Menu

6. ROUTE BUILDER

The following parameters are applicable to both the Race Track and Two Point Bowtie orbits:

- **Bank Angle** or **Turn Radius**: The amount of area covered during turns is determined by either the bank angle or turn radius. To switch between these options, use the buttons below the customizable field. The default values are a bank angle of 25° and a turn radius of 5 nm.
- **Turn Direction** specifies if the orbits are made to the left or right.
- **Altitude** and **Cruise Profile** specify the altitude and cruise profile used for the duration of the orbit. After the orbit, the flight is planned using the previous altitude and cruise profile.
- **Exit Condition** defines the duration of the orbit. Orbit duration can be defined by duration, number, orbits (laps), or a specific exit time.

The following parameters are unique to the Race Track orbit:

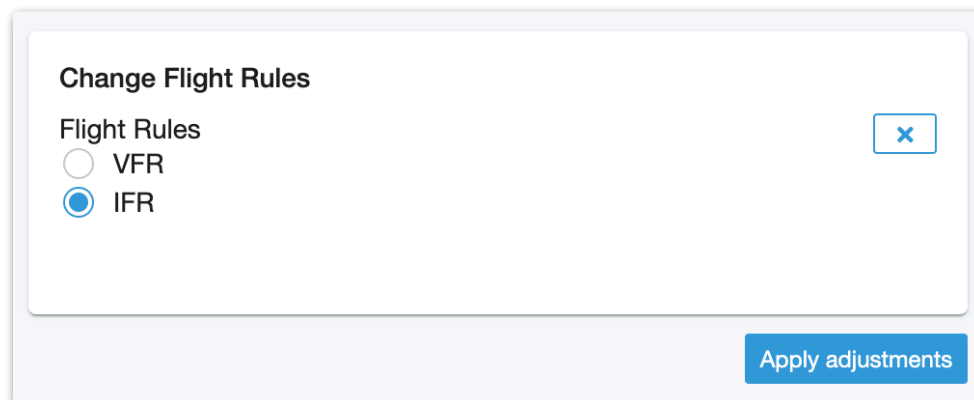
- **Bearing** defines the inbound course to the waypoint.
- **Leg length** can be defined by distance or time.

The following parameter is unique to the Two Point Bowtie orbit:

- **Second Point** is the other waypoint that defines the two-point orbit and can be a published waypoint, navaid, or airport.

Change Flight Rules Waypoint Adjustment

The change flight rules adjustment allows flight planners to specify where a flight is to change from VFR to IFR or vice versa. Multiple flight rule changes can be entered per flight.



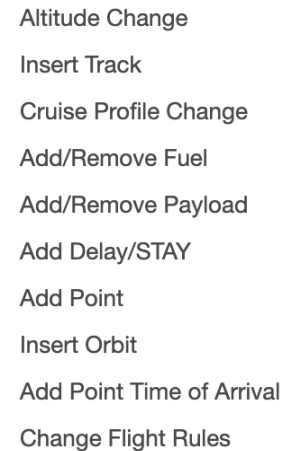
Change Flight Rules Waypoint Adjustment

6. ROUTE BUILDER

6.1.6 MFB Route Builder Adjustments

Military Flight Bag customers have additional route adjustment options to account for training, refueling, and additional military-exclusive special operations. The following waypoint adjustments can be made with an MFB account.

- Insert Track (USA only)
- Add/Remove Fuel
- Add/Remove Payload
- Specifying a **Time of Arrival**
- Change Flight Rules



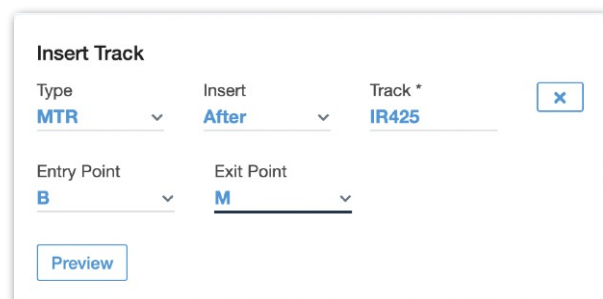
Altitude Change
Insert Track
Cruise Profile Change
Add/Remove Fuel
Add/Remove Payload
Add Delay/STAY
Add Point
Insert Orbit
Add Point Time of Arrival
Change Flight Rules

Inserting a Track

Military

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**.



Insert Track

Type	Insert	Track *	<input type="button" value="X"/>
MTR ▾	After ▾	IR425	
Entry Point	Exit Point		
B ▾	M ▾		
<input type="button" value="Preview"/>			

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

6. ROUTE BUILDER

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.

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

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

ETE	ETA	WIND	FUEL
05:50	20:15Z	30H	20,451
FUEL	LB	TIME	
Taxi	250	-	
Destination	20,451	05:50	
Alternate	0	00:00	
Final Reserve	1,700	00:31	
Min required	22,401	06:22	
Extra	0	00:00	
Landing	1,700	-	
Ramp out	18,401	06:22	
In-air change	4,000	-	
RZ 1: AR674-EXIT:GUP/255/40	1,000	-	
RZ 2: AR635-EXIT:MLF/260/24	3,000	-	
Total	22,401	-	

Planned RZ Fuel Adjustments

6. ROUTE BUILDER

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

	Payload Ch...	Notes
Add ▾	750 lb	<u>LZ Extraction</u>

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

Add/Remove Payload Adjustment

6. ROUTE BUILDER

Add Point Time of Arrival

Military

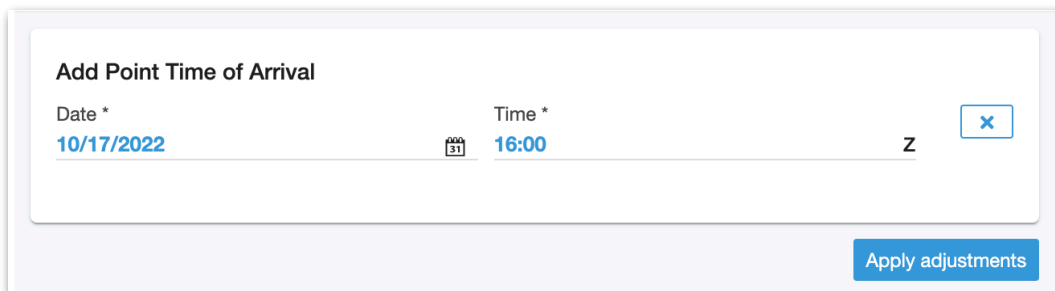
The Add Point Time of Arrival adjustment allows flight planners to specify an arrival time at a single en route waypoint. When a Time of Arrival is added, Dispatch calculates the required departure time to arrive at the waypoint on time. This feature is useful when the flight has a specific time window for which it must enter an FIR.

When a Time of Arrival is specified, it is not possible to edit the departure time in the Flight Editor. To edit the departure time, Time of Arrival must be removed from the Route Builder.

Only a single time of arrival can be specified per flight. It is not possible to specify Time of Arrival using local time.

To add a Time of Arrival at a point:

1. Open the Route Builder and click the **[+]** adjustment button for the waypoint where the aircraft is to arrive on time.
2. Specify a date and time using the Add Point Time of Arrival Menu.
3. Click **Apply adjustments**.



Add Point Time of Arrival Menu

6. ROUTE BUILDER

Changing Flight Rules

Military

Operational Air Traffic (OAT) rules allow military pilots to conduct operations not covered by EUROCONTROL General Air Traffic (GAT) rules. For example, aerial refueling, formation flying, air combat maneuvering, etc. The air traffic type adjustment is only available for flights within Europe that are planned with an MFB Dispatch account.

Flights are normally operated under GAT rules. If the GAT rule is specified at an en route waypoint, the flight prior to that point is assumed to operate under OAT rules. In other words, the flight operates under the opposite flight rule prior to a rule change.

To file a flight plan under OAT rules, specify where in the route OAT rules will begin. If the flight will begin under OAT rules, specify where in the flight GAT rules will begin.

If a flight rule change to OAT is specified, the flight plan must also specify when GAT rules will be resumed. To file a flight plan under OAT rules:

1. Open the Route Builder adjustment menu.
2. Click the **+** button where the flight rules are to change.
3. Select **Change Flight Rules**.
4. Select **OAT** under Air traffic type.
5. Click **Apply adjustments**.

Change Flight Rules

Flight Rules

☐ VFR

☒ IFR

Air traffic type

☒ GAT

☐ OAT

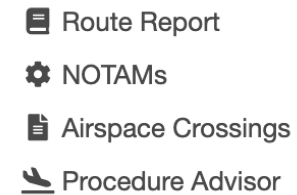
Apply adjustments

Change Flight Rules Menu

6. ROUTE BUILDER

6.1.7 Route Tools

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




Route Tools

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.	<input checked="" type="checkbox"/>

[Generate PDF](#)

Route Report

6. ROUTE BUILDER

Route Report PDF

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

1. Click  .
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.

6. ROUTE BUILDER

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

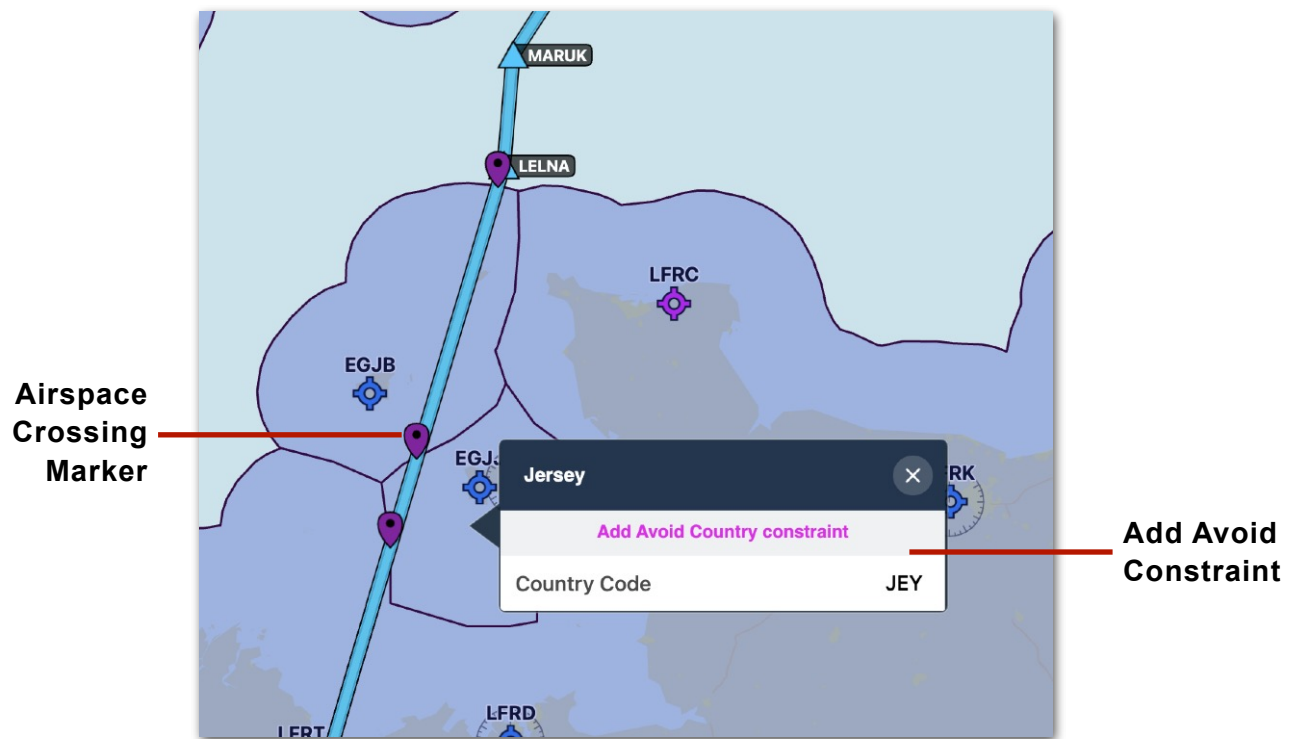
6. ROUTE BUILDER

Airspace Crossings Interactive Map

The interactive map highlights all airspace where the route intersects an airspace or country boundary (excluding the airspace over international waters).

To avoid an FIR or country's airspace, follow the steps below:

1. Select **FIRs** or **Countries** using the airspace type toggle button.
2. Click within the airspace that the flight should avoid.
3. Click **Add Avoid FIR Constraint** or **Add Avoid Country Constraint** as appropriate.
4. Click the **Back** button
5. Click **Generate New Route**.



Airspace Crossings Interactive Map

6. ROUTE BUILDER

Airspace Crossing Table

From left to right, the Airspace Crossing Table displays the following information:

- **Position:** Airspace crossing position in the degree minute coordinate format.
- **Waypoint:** Waypoint nearest to the FIR or country border.
- **Crossing:** Names of the FIR or international borders at the entry and exit points.
- **ETO:** Estimated time over crossing (ETO).
- **EET:** Estimated elapsed time (EET) within the country's or FIR's airspace.
- **Distance:** Distance between border crossings.
- **Route Segment:** Route Segment between border crossings.

← Back		Export Table FIRs Countries				
POSITION	WAYPOINT	CROSSING	ETO	EET	DISTANCE	ROUTE SEGMENT
4051N07404W	KTEB	Takeoff KZNY	22:35Z	00:00	0 nm	KTEB
4049N07442W	ZIMMZ	KZNY - KZNY	22:40Z	00:05	29 nm	-
3958N07751W	VINSE	KZNY - KZOB	23:07Z	00:32	185 nm	ZIMMZ SPOTZ MIKYG HOTEE BEETS
4000N08136W	-	KZOB - KZID	23:36Z	01:01	358 nm	VINSE LEJOY AIR
3739N08810W	PENBE	KZID - KZME	00:30Z	01:55	712 nm	FYLLS PXV PENBE
3324N09225W	DHART	KZME - KZFW	01:22Z	02:47	1,054 nm	HUMBO RUSLR LIT JOLET
3200N09240W	SWB	KZFW - KZHU	01:35Z	03:00	1,138 nm	DHART KAMEN
3008N09442W	WLMOR	KZHU - KZHU	02:02Z	03:27	1,295 nm	SWB JMIKE ZEBBB WAPPL WLMOR
2939N09517W	KHOU	Landing KZHU	02:12Z	03:37	1,346 nm	HUDZY CLWSN SWWAA PUSHN BUGZY PRTCH UBETR KHOU

Airspace Crossings Table

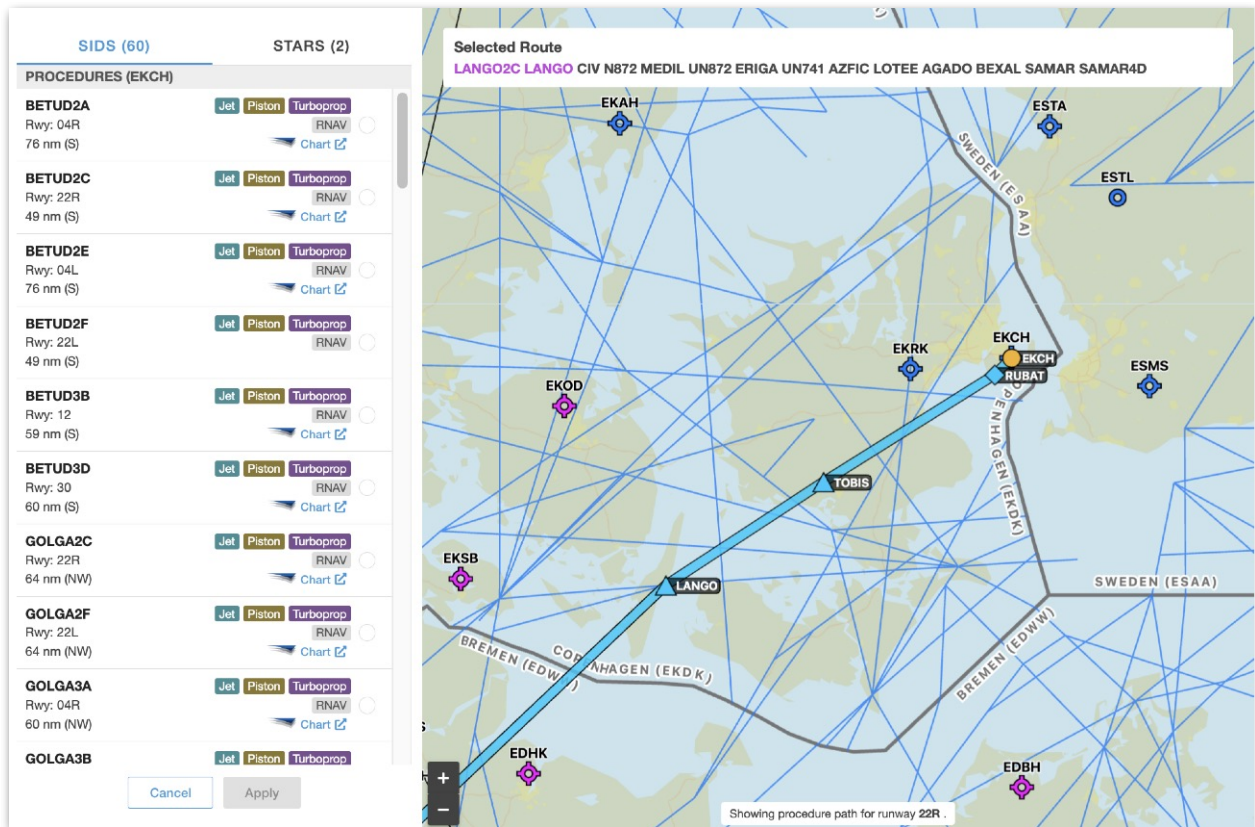
Sharing the Airspace Crossing Table

The Airspace Crossing Table can be exported as a CSV file. To export a CSV file, open the [Export Table](#) menu and select the CSV file type. The file is automatically downloaded to the computer's default download folder. The file is exported exactly as it is depicted in the table.

6. ROUTE BUILDER

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.



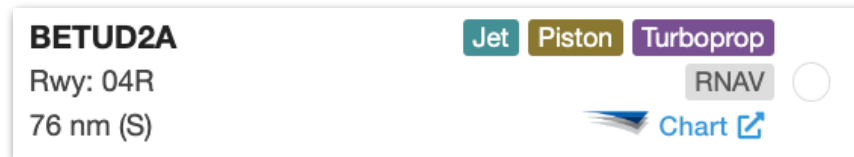
Flight Editor - Procedure Advisor

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.

6. ROUTE BUILDER

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](#).



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 cannot be selected with Dispatch. If an ATC Only procedure contains an exception, such as *authorized for aircraft under 60,000 lbs or as assigned by ATC*, it can be selected in Dispatch.

6. ROUTE BUILDER

6.1.8 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

6. ROUTE BUILDER

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.

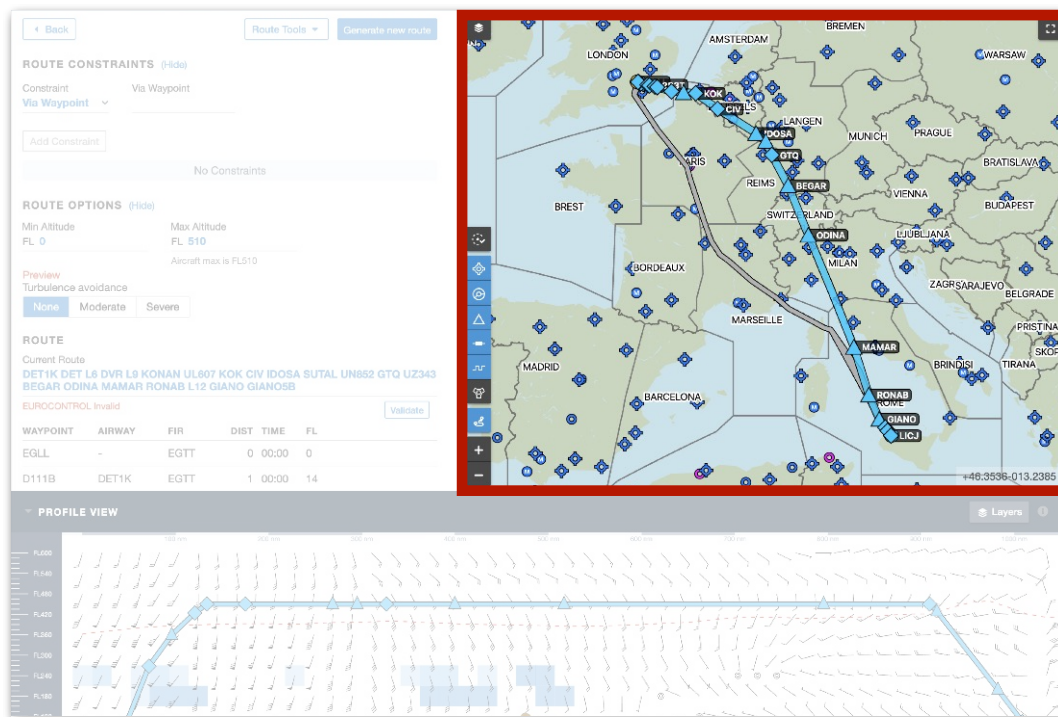
The validation status of the flight plan sent is shown near the bottom of the window - valid messages show “EUROCONTROL Valid” in green, while invalid flight plans show “EUROCONTROL Invalid” in red. A banner with information about why the message is invalid is displayed below.

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.

6. ROUTE BUILDER

6.2 Route Builder Map

The Route Builder has an interactive map that assists with flight planning. This map is nearly identical to the [Interactive Route Map](#) found on the Flight Editor, however as discussed later in this section, additional functionality is available.



Route Builder Interactive Map

6.2.1 Route Builder Map Exclusive Features

Map features that are exclusive to the Route Builder are listed below. Click each link for more information.

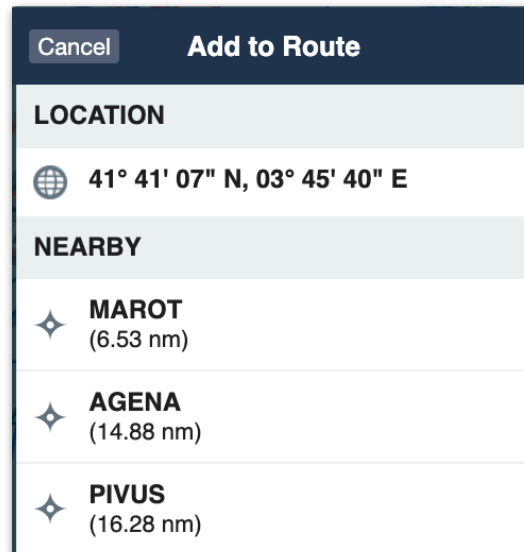
- **Right Click - Add to Route** allows waypoints to be added to the route using right-click.
- **Additional Navigation Options** allow waypoint constraints to be added using the graphical interface.
- **Airspace Crossing Tools** allow airspace constraints to be added using the graphical interface.

6. ROUTE BUILDER

Right Click - Add to Route

Right-click anywhere on the Route Builder Map to reveal the Add to Route menu. The top of the menu displays the coordinates where the map was right-clicked.

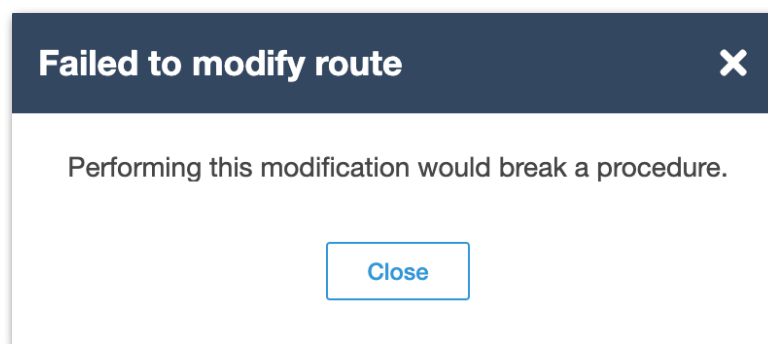
Below the coordinates, the nearest waypoints to that location are listed. Click the coordinates or any waypoint in the menu to append the waypoint to the end of the route.



Add to Route Menu

Route Modification Failures

Using the Add to Route feature to append a waypoint to the end of the route will result in an error if that route contains a terminal arrival procedure. To use this feature, manually remove the arrival procedure from the route string and attempt to add the waypoint again.

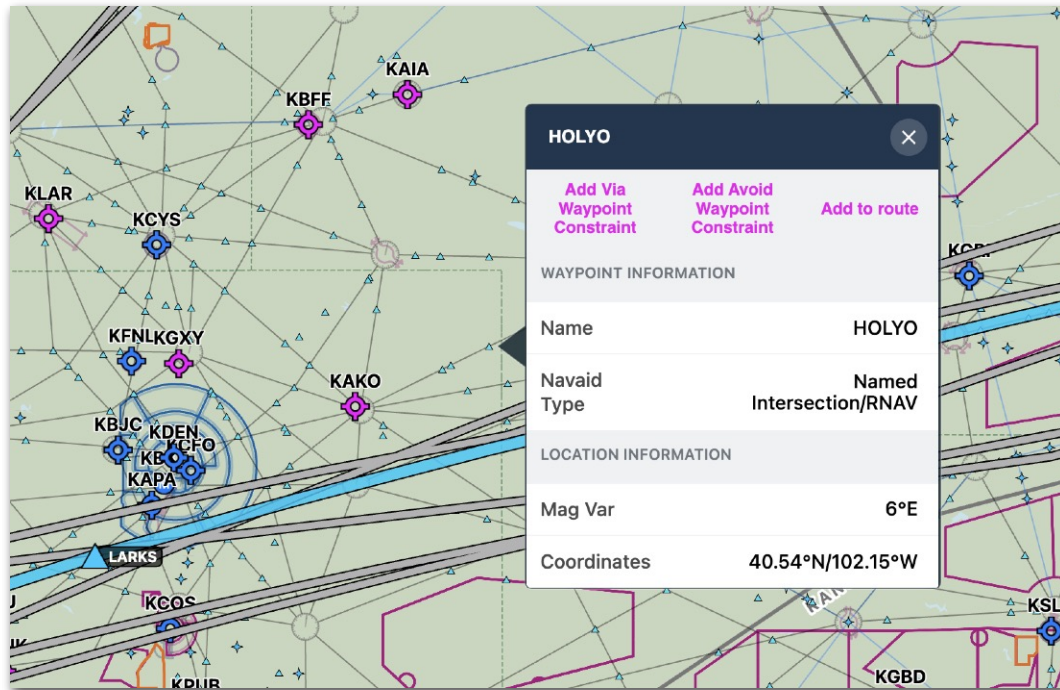


Route Modification Error Message

6. ROUTE BUILDER

Additional Navigation Options

Click any waypoint to reveal the Waypoint Information pop-up. Near the top of the pop-up are three buttons for modifying the route. These options do not apply to airports or navigation aids.



Waypoint Navigation Options

- **Add Via Waypoint Constraint** specifies that the waypoint must be included in the route.
- **Add Avoid Waypoint Constraint** specifies that the waypoint must be excluded from the route.
- **Add to route** appends the waypoint to the end of the route. This feature cannot be used if the route includes an arrival procedure.

NOTE: After selecting the Add Via Waypoint or Add Avoid Waypoint Constraint, the user must select Generate Route for the change to occur.

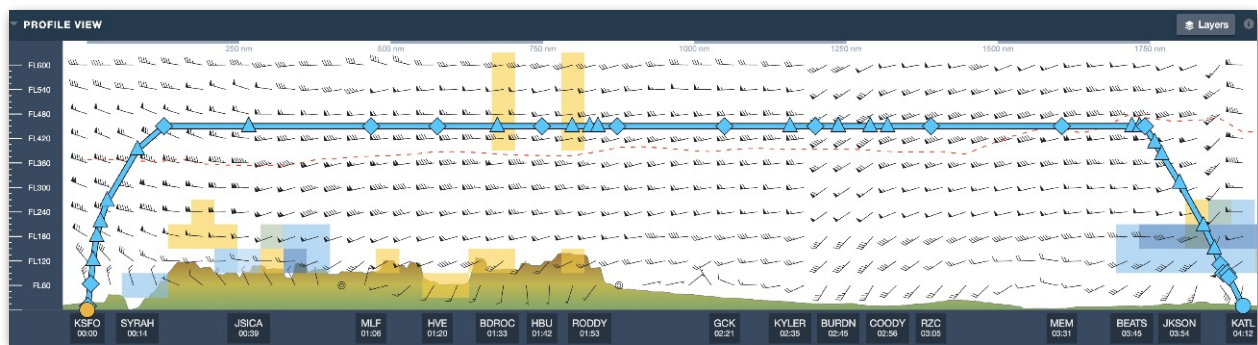
6. ROUTE BUILDER

6.3 Profile View

The Profile View displays a cross-section of the flight. Profile View is read from left to right with the departure airport on the left and the destination on the right.

Profile View displays the planned route as with a blue line with navigation aid and waypoint symbols embedded in the route. Below each point, the waypoint's name and estimated time to reach the point is displayed.

Forecast turbulence, icing, wind, and temperature data can be overlaid on the map. The caret in the left corner of the upper toolbar can show or hide the Profile View.



Profile View

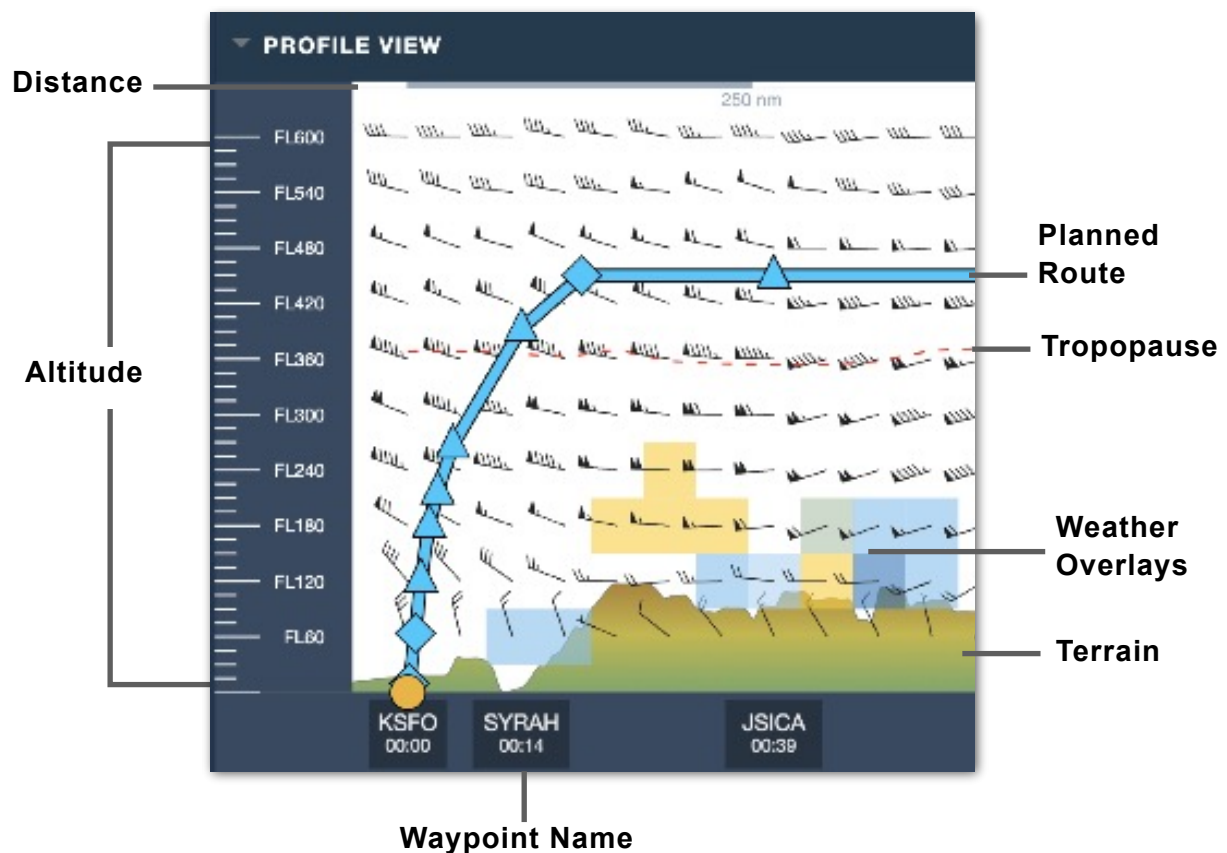
NOTE: All weather data in the Profile View is provided by the National Centers for Environmental Prediction (NCEP).

6. ROUTE BUILDER

6.3.1 Profile View Design

Profile View features are listed below:

- **Route Distance** is displayed at the top of the Profile View.
- **Altitude** is displayed on the left side of Profile View and dynamically adjusts based on the flight's planned cruise altitude.
- **Waypoint Names** and the estimated time to reach each waypoint is displayed below the corresponding waypoint symbol.
- **Weather Overlays** - Forecast temperature, winds, icing, and turbulence data can be displayed in the Profile View. See [Profile View Weather Layers](#) for more information.
- **Route Line / Waypoints** - The planned route is a blue line with navaid (diamond) and waypoint (triangle) symbols displayed along the route.
- **Terrain** is displayed at the bottom of the view.
- The **Tropopause** is displayed as a dashed red line.



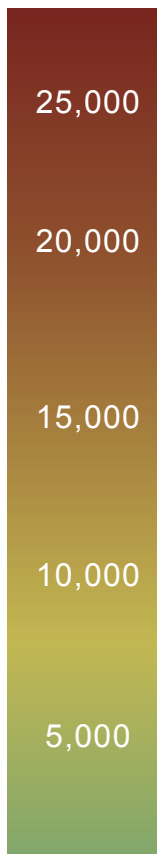
6. ROUTE BUILDER

Profile View Terrain

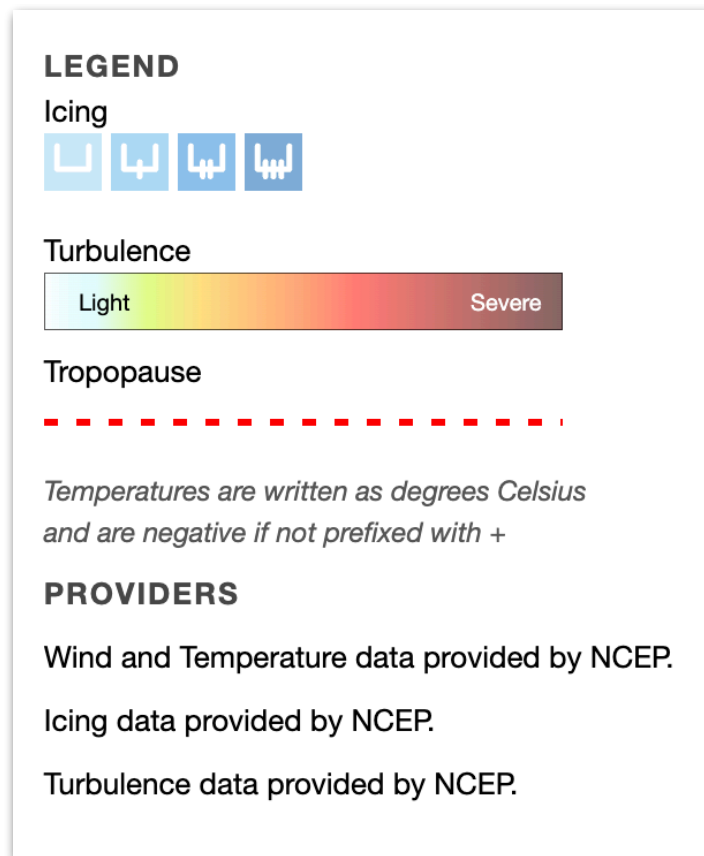
Terrain below the planned route is displayed at the bottom of the Profile View. The terrain is color-coded, as depicted below, based on elevation. Terrain cannot be hidden nor does it have any user-controlled settings.

Profile View Legend

The Profile View Legend can be displayed by clicking the information button in the right corner of the Profile View upper toolbar.



Terrain Legend (ft)



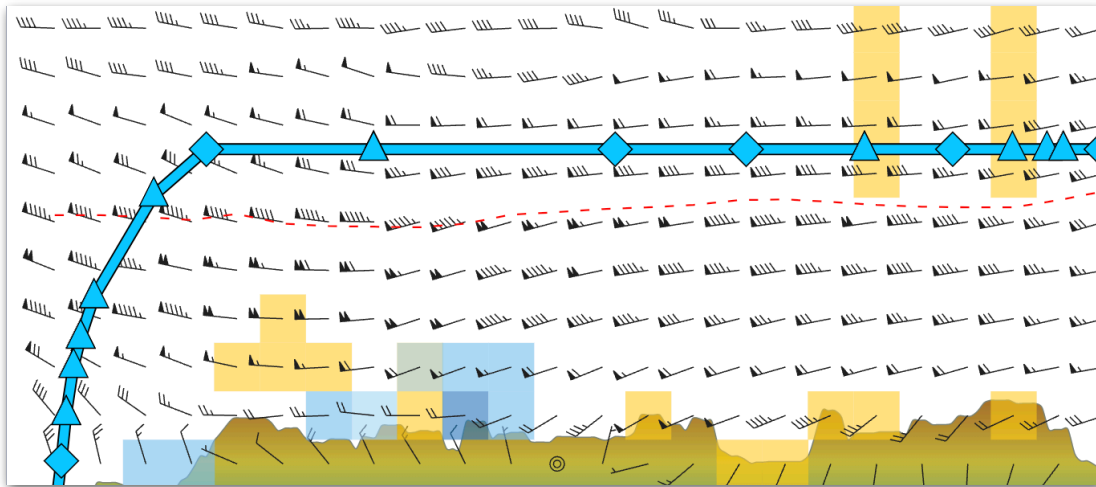
Profile View Legend

6. ROUTE BUILDER

6.3.2 Profile View Weather Layers

The Profile View can display forecast turbulence, icing, wind, and temperature data. Forecast icing and turbulence are depicted as colored squares.

Click the **Layers** button in the upper toolbar to select weather overlays. Weather selections are saved locally to your computer between browser sessions.



Forecast Icing and Turbulence

Profile View Turbulence

Turbulence severity is displayed according to the color scale below.



Turbulence Color Scale

Profile View Icing

Forecast icing is depicted as blue squares (without the icing symbol) according to the legend below. SLD threats (supercooled large drops) are not depicted in this view.



Trace



Light



Moderate



Heavy






6. ROUTE BUILDER

Profile View Temperature and Wind Barbs

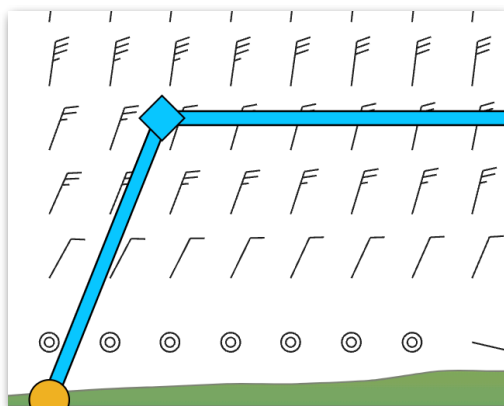
Profile View can display wind barbs, temperatures, or neither. Temperature and wind cannot be displayed simultaneously.

All temperatures are displayed in negative degree Celsius unless the “+” prefix is applied. When applied, the temperature is degree Celsius positive.

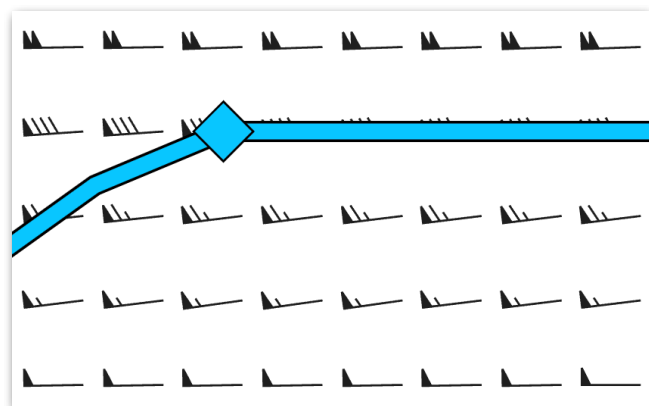
Wind barbs use standard symbology and reflect wind velocity as it pertains to the route of flight (see example images below). Short barbs represent 5 knots, long barbs 10 knots, and flags represent 50 knots.

Barb Icon	Meaning
	Calm
	Variable
	5 knots
	15 knots
	60 knots

Wind Barb Legend



Example Left Crosswind



Example Tailwind

RUNWAY ANALYSIS

Runway Analysis (RWA) is an optional takeoff and landing analysis tool for *select jet and turboprop aircraft*. RWA utilizes performance data and procedures sourced directly from OEMs to provide maximum takeoff and landing weights for multiple conditions.

When planning with multi-engine aircraft, RWA results (including 1st and 2nd segment climb gradients) are predicated on losing an engine at V_1 , ensuring that you can safely operate in the event of an engine failure.

Runway Analysis is designed to meet the guidelines and requirements of Advisory Circular 120-91A and CFR14 part 135.379. Runway Analysis is also EASA and CASA compliant when the **ICAO Obstacle Corridor** is selected.

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

FLIGHT W&B **RWA** ATC DATA FILES EAPIS

Generate Report AFM Revision: Rev 19

Takeoff (Departure Airport) KBOS: General Edward Lawrence Logan International Takeoff Weight 76,365 Calculated MTOW / 99,500 lb

Weather
Wind Direction 280 Wind Speed 10 Temperature 21 Altimeter 30.07 inHg
TAF: KBOS 201425Z 2014/2118 28010KT P6SM SKC
DAILY: Sep 20, 22:00Z
View Weather Info Use Zero Winds Use Weather

Configuration
Takeoff Slats/Flaps Out/6 Engine Bleed Open + Packs: ECS On, AI Off APU Off Rolling Takeoff No
Thrust Setting Procedure Normal Inop Thrust Reversers None (both operational) Enroute Climb Ice Accumulation Suspec... No Surface Condition Dry

Runways
Add Emergency Return Calculation Auto select Runway and EOP for best MTOW

RWY	MTOW LIMIT	WINDS	SURFACE	ENGINE OUT PROCEDURE	TORA TODA ASDA	SLOPE
04L	99,500 lb Structural	→ 10 kts ↑ 2 kts	Asphalt Good	Straight Out Details Map	7,864 ft 7,864 ft 7,864 ft	0.01% Edit
22R	99,500 lb Structural	← 10 kts ↓ 2 kts	Asphalt Good	Straight Out Details Map	7,864 ft 7,864 ft 7,864 ft	-0.01% Edit

Runway Analysis for Departure Airport

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

7. RUNWAY ANALYSIS

7.1 Configuring Runway Analysis

When a Runway Analysis license is purchased for an aircraft, two additional fields are added to the **Performance section** of the Aircraft Profile. The additional fields specify the profile to use and the default aircraft configuration.

If the Runway Profile and Runway Analysis defaults are missing, a Runway Analysis license has not yet been purchased for the aircraft.

The screenshot shows the 'Aircraft Profile - Runway Analysis Settings' page for aircraft N1256FF - 525B Citation CJ3+ (C25B) CJ3 FJ44-3A. The page is divided into several sections:

- GENERAL**: Contains fields for Tail Number (N1256FF), Call Sign (Optional), Serial Number (Optional), Aircraft Type (525B Citation CJ3+ (C25B) CJ3 FJ44-3A), Primary Color (Blue), Color 2 (Red), Color 3 (White), Color 4 (Optional), Aircraft Category (Airplane), Aircraft Home (KHOU), Airspeed Units (Knots), Length Units (Inches), and CBP Decal Number (Optional).
- SUBSCRIPTIONS**: Shows two active subscriptions: 'ForeFlight Dispatch' and '525B Citation CJ3+ Runway Analysis'. Both are marked as 'Purchased' with a 'Cancel' button. A 'Transaction History' link is also present.
- PERFORMANCE**: Contains sections for CLIMB (222 KIAS/M0.56 (Default) with an 'Adjust' link) and CRUISE (Max Cruise Thrust (Default) with an 'Adjust' link').
- Runway Analysis Settings**: A red box highlights this section, which includes a '+ Add Basic Performance Profile' link, a 'RUNWAY PROFILE' section with a radio button selected for '525B-0057 and -0451 and on', a 'RUNWAY ANALYSIS' section, and a 'View Defaults' link.

Aircraft Profile - Runway Analysis Settings

7.1.1 Runway Profile

The Runway Profile field specifies the serial number, weight limit, or special equipment for which the Runway Analysis data is applicable. If more than one profile exists for the aircraft type, tap the **Runway Profile** setting and choose the correct version for your aircraft.

7. RUNWAY ANALYSIS

7.1.2 Runway Analysis Defaults

The Runway Analysis settings (in the aircraft profile) specify the aircraft's default takeoff and landing configurations. Edits to the default configuration are reflected on *subsequent* flights. The settings available in the Runway Analysis section are derived from manufacturer data.

Aircraft configuration can also be adjusted on a per-flight basis using the **Flight Editor > Runway Analysis > Configuration**.

The screenshot displays the 'Runway Analysis' configuration window. It has a dark blue header with a back arrow, 'Aircraft', 'Runway Analysis', and a 'Reset' button. The settings are organized into two main sections: 'TAKEOFF' and 'LANDING'. Each section contains three rows of settings, each with a label, a value, and a dropdown arrow.

TAKEOFF					
Takeoff Slats/Flaps	Out/6°	Engine Bleed	Open + Packs: ECS On, AI Off	APU	Off
Rolling Takeoff	No	Thrust Setting Procedure	Normal	Inop Thrust Reversers	None (both operational)
Enroute Climb Ice Accumulation Suspected	No	Obstacle Corridor	FAA		
LANDING					
VREF Adder	+0	Engine Bleed	Open + Packs: ECS On, AI Off	APU	Off
Inop Thrust Reversers	None (both operational)	Ice Accumulation Suspected	No	Landing Factor	1.0

Runway Analysis Defaults

Obstacle Corridor and Landing Factor

Each aircraft's Runway Analysis settings are unique except for two settings.

- The **Obstacle Corridor** setting is present in every multi-engine aircraft's Runway Analysis settings. This setting specifies the flight path's obstacle accountability corridor to either the FAA specification from AC 120-91A or the slightly wider corridor defined by ICAO requirements. This setting cannot be adjusted per flight.
- The **Landing Factor** setting allows flight planners to specify an amount (e.g. 1.25) by which the Calculated Landing Distance is multiplied to produce a Factored Landing Distance. The Landing Factor is similar to a safety buffer that is generally used to account for wet or dry runway conditions. This setting can also be adjusted on a per-flight basis.

7. RUNWAY ANALYSIS

Takeoff Configuration Settings

Takeoff Configuration settings specify the state of the aircraft during takeoff. Options are *only* visible if they apply to your aircraft type. Invalid configurations defined by the aircraft's flight manual can still be selected. A warning stating that the configuration is invalid will be displayed above the Flight Summary section. An example is selecting thrust reversers with a dry runway for the Citation XLS+.

Common Takeoff Configuration settings include:

- **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** specify 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** specify the state of the aircraft's thrust reversers during a rejected takeoff.
- **V₁ Type** specifies the V₁ speed for takeoff. Takeoff decision speed (V₁) is a calculated value that is affected by multiple variables (takeoff weight, thrust, aircraft configuration, and runway length). Most non-transport category aircraft calculate a single V₁ speed using the balanced field length technique.

Some larger aircraft provide performance results for multiple V₁ speeds. When planning with one of these aircraft types, there are options for selecting a V₁ speed (discussed below).

7. RUNWAY ANALYSIS

Balanced Field Length (BFL)

The balanced field length is a condition where the distance required to stop the aircraft after an abort (at V_1) equals the distance required to continue the takeoff and reach 35 ft above the runway surface. With a single V_1 speed, the pilot can abort or continue the takeoff at V_1 in the event of an engine failure.

Unbalanced Field Length

When planning with an aircraft that supports unbalanced V_1 speed calculations, Takeoff Analysis provides **V_1 Min**, **V_1 BFL**, and **V_1 Max** options.

- **V_1 Min** is the minimum V_1 speed published for the flight conditions and results in a shorter accelerate-stop distance but a higher accelerate-go distance.
- **V_1 BFL** is the speed that results in equal accelerate-stop and accelerate-go distances.
- **V_1 Max** is the maximum V_1 speed published for the flight conditions and results in a shorter accelerate go distance but a higher accelerate stop distance.

7. RUNWAY ANALYSIS

Landing Configuration

The following list specifies common Landing Configuration options. Options are *only* selectable if they are applicable to your aircraft type. Invalid configurations defined by the aircraft's flight manual can still be selected. A warning stating that the configuration is invalid will be displayed above the Flight Summary section.

- **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.

7. RUNWAY ANALYSIS

7.2 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**, takeoff (or landing) **configuration**, and **Runways**.

The top of the Takeoff and Landing sections depict the calculated MTOW or MLW and 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.

Takeoff (Departure Airport)

KBOS: General Edward Lawrence Logan International

Takeoff Weight67,450
Calculated MTOW / 99,500 lb

Landing (Emergency Return)

KBOS: General Edward Lawrence Logan International

Landing Weight67,450
Calculated MLW / 78,600 lb

Landing (Destination Airport)

KSEZ: Sedona

Landing Weight54,929
Calculated MLW / 0 lb

Weather

Wind Direction190
Wind Speed10
Temperature26
Altimeter30.09
TAF: FM201800 19010G20KT P6SM BKN150
DAILY: Sep 20, 20:00Z
View Weather InfoUse Zero WindsUse Weather

Configuration

Approach/Landing FlapsFlaps 6° / Flaps 30°
VREF Adder+0
Engine BleedOpen + Packs: ECS On, AI Off
APUOff
AutobrakeOff
Inop Thrust ReversersNone (both operational)
Ice Accumulation SuspectedNo
Surface ConditionDry Factored LD
Landing Safety Factor1.67
60% Dry

Runways

Auto select best landing runway

RWY	MLW LIMIT	WINDS	SURFACE	DIST FACTORED	LDA	SLOPE
03	Error	Runway is shorter than required: Required landing distance exceeds available by 2,462 ft	Asphalt		5,132 ft	1.83% Edit
21	Error	78 kts ↓ 8 kts	Asphalt Good		5,132 ft	-1.83% Edit

Destination RWA with Error Message

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7. RUNWAY ANALYSIS

7.2.1 Weather

The Weather section populates the airport's METAR, TAF, MOS, or Daily 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 time to departure 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, *the MOS forecast provides temperature for flights beyond three hours.*

The MOS forecast is used when the flight's departure time is beyond the TAF (24-hour) forecast period.

If the departure time is beyond the MOS (72-hour) forecast, or if no MOS exists, Runway Analysis uses the Daily Forecast.

CAUTION: The MOS and Daily Weather 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.

7. 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 appropriate observed or forecast weather based on the flight's ETD, click **Use METAR**, **USE TAF**, or **USE WEATHER**.

Weather

Wind Directi...
170 °T

Wind Speed
8 kts

Gust Speed
0 kts

Temperature
9 °C

↑

Altimeter
30.10 inHg

TAF: FM020200 17008KT P6SM SKC
DAILY: Mar 02, 08:00Z

[View Weather Info](#)

[Use Zero Winds](#)

[Use Weather](#)

Runway Analysis - Manually Edited Takeoff Weather

NOTE: The gust speed is only displayed for aircraft that use gust spreads for runway performance calculations.

7. RUNWAY ANALYSIS

7.2.2 Configuration

The Configuration section displays the aircraft's takeoff and landing configuration for the flight. The Configuration section is initially populated with the default selections from the aircraft's Runway Analysis settings. Changes made to the configuration within Runway Analysis are only applied to the current flight.

Configuration			
Takeoff Slats/Flaps Out/6°	Engine Bleed Open + Packs: ECS On, AI Off	APU Off	Rolling Takeoff No
Thrust Setting Procedure Normal	Inop Thrust Reversers None (both operational)	Enroute Climb Ice Accum... No	Surface Condition Dry

Runway Analysis - Takeoff Configuration Options

Selecting Invalid Configurations

Certain configuration combinations are prohibited according to the aircraft manual but can still be selected in the Configuration section. If an invalid combination is selected, a warning message will be displayed to alert users. The configuration below shows an aircraft with thrust reversers selected for use on a dry runway, which may be an invalid combination according to some Aircraft Flight Manuals.

Configuration			
Takeoff Flaps 7°	Anti-Ice Off	Thrust Reversers Yes	Type II/III/IV Deice Fluid Not Applied
Rolling Takeoff No	Surface Condition Dry		

Invalid Configuration Settings

Invalid configurations will be displayed in an amber color as shown to the right. The following warning message will be displayed above the Flight Summary section:

Surface Condition
Dry
Wet

RWA: Takeoff at KTEB not possible on any available runway
Invalid configuration: Surface Condition set to Dry and Thrust Reversers set to Yes is not allowed

Invalid Configuration Warning

7. RUNWAY ANALYSIS

Editing Default Aircraft Configuration

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

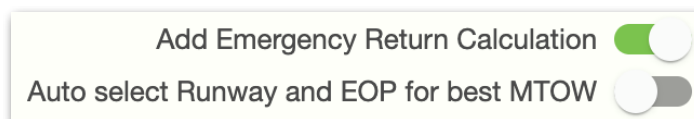
For additional information, see the [Runway Analysis Section](#).

NOTE: Dispatch accounts which do not have administrator privileges have *view-only* access to Runway Analysis configuration options.

Per Flight Settings

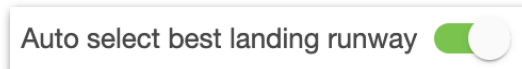
Below the aircraft configuration options, there are three settings. Two for the Departure Runway and one for the Destination Airport.

- The **Add Emergency Return Calculation** setting allows flight planners to add the Departure airport as the Emergency Return airport and provide calculations for landing in RWA. Toggling this setting on adds a section to the Runway Analysis page named Landing (Emergency Return). This section calculates an emergency return to the departure airport using the aircraft's listed takeoff weight as a worst-case scenario.
- **Auto select Runway and EOP for best MTOW** is enabled by default and automatically selects the longest runway with the best wind component and the engine out procedure that affords the greatest maximum takeoff weight.



Departure Airport Settings

- **Auto select best landing runway**, when enabled, selects available runways that are paved, have the highest MLW, and have the best wind component. If more than one runway is available, factors such as runway condition, surface type, and runway length are factored in.



Destination Airport Setting

7. RUNWAY ANALYSIS

7.2.3 Runways

Runway Analysis results are displayed in a table, with each runway at the airport listed on a separate row. Each row includes the maximum takeoff (or landing) weight, the limiting constraint (see next page), forecast winds, and runway details.

Editing Runway Details

Runway slope, take off run available (TORA), take off distance available (TODA), and accelerate stop distance available (ASDA) can be edited for any runway to allow for hypothetical planning.

NOTE: When any of the runway lengths are edited, the edits are made to the start of the runway. This may result in calculations that bring the aircraft closer to obstacles along the departure path.

To edit the runway fields:

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		

Edit Runway Values

7. RUNWAY ANALYSIS

Maximum Weights and the Limiting Constraint

Runway Analysis determines the maximum weight an aircraft can depart (or land) while also complying with aircraft limitations, obstacle clearance requirements, and environmental factors. Multi-engine Runway Analysis results are predicated on the aircraft losing an engine at V₁.

Runway Analysis displays the maximum takeoff (or landing) weight and the limiting factor in the second column of the performance table. There are up to ten potential constraints that can limit an aircraft's maximum takeoff weight and seven that can limit the maximum landing weight. Those constraints are detailed in this section.

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

MTOW 99,600 lbs

**Limited by
Aircraft Structure**

RWY	MTOW LIMIT	WINDS	SURFACE	ENGINE OUT PROCEDURE	TORA TODA ASDA	SLOPE
01	85,701 lb Obstacle	→ 11 kts ↓ 5 kts	Concrete Good	Straight Out	5,000 ft 5,000 ft 5,000 ft	-0.02% Edit
19	78,738 lb Obstacle	← 11 kts ↑ 5 kts	Concrete Good	Straight Out	5,000 ft 5,000 ft 5,000 ft	0.02% Edit
14	Error	← 3 kts ↑ 12 kts	Concrete Good	EOP 1 (RNAV)	7,501 ft 7,501 ft 7,501 ft	0.11% Edit
32	95,896 lb Obstacle	→ 3 kts ↓ 12 kts	Concrete Good	EOP 1 (RNAV)	7,501 ft 7,501 ft 7,501 ft	-0.11% Edit

MTOW 78,738 lbs

**Limited by
Obstacles**

7. RUNWAY ANALYSIS

Maximum Takeoff Weight Limiting Constraints

A constraint is a variable that can limit the aircraft's maximum takeoff weight. Constraints are displayed in the results section below the MTOW for the runway. The ten potential takeoff constraints are:

- The **Structural** (weight) constraint is the maximum weight for the aircraft type defined by the aircraft flight manual. If an aircraft is not limited by performance or environmental constraints, MTOW is determined by the aircraft's structural weight limit.
- The **Obstacles** constraint limits MTOW when the aircraft cannot clear all obstacles along the flight path by the selected FAA or ICAO lateral and vertical distance. If an aircraft cannot clear all obstacles, MTOW is reduced until takeoff is deemed possible.
- The **Runway** (length) constraint limits MTOW when the aircraft cannot takeoff or abort, given the available runway distance. If takeoff or abort distances exceed the available runway distances, MTOW is reduced until takeoff is deemed possible.
- The **Climb** (gradient) constraint limits MTOW until the aircraft can achieve the minimum climb gradient as required per the aircraft's certification rules. The climb constraint does not consider obstacles.
- The **Temperature** constraint is displayed when the ambient temperature at the airport exceeds the flight manual's published temperature limits.
- The **Wind** constraint is displayed when the runway wind component exceeds the aircraft flight manual's published wind limits.
- The **Brake Energy** constraint limits MTOW when the distance required to stop after an aborted takeoff exceeds the available runway distance.
- The **Tire Speed** constraint is displayed when the tire speed required to perform a takeoff exceeds the aircraft flight manual's published limits.
- The **V_{MC}** constraint is displayed when V_1 is less than the minimum ground control speed or V_{MCG} .
- The **AFM Data** constraint is displayed when data interpolation is not possible. For example, if the planned takeoff weight is 18,500 lbs, yet performance data only exists for 20,000 lbs and 15,000 lbs, MTOW is limited to 15,000 lbs. When an AFM Data limit is applicable, Runway Analysis uses the next available lower value.

7. RUNWAY ANALYSIS

Maximum Landing Weight Limiting Constraints

Variables that have the potential to limit the maximum landing weight are detailed below.

- The **Structural Weight** constraint is the maximum structural landing weight for the aircraft type as defined by the aircraft flight manual. If an aircraft is not limited by performance or environmental constraints, MLW is determined by the aircraft's structural weight limit.
- The **Runway** (length) constraint limits the MLW when the landing distance required exceeds the runway's landing distance available.
- The **Temperature** constraint is displayed when the ambient temperature at the airport exceeds the flight manual's published temperature limits.
- The **Wind** constraint is displayed when the runway wind component exceeds the aircraft flight manual's published wind limits.
- The **Brake Energy** constraint limits MTOW when the distance required to land exceeds the runway's available landing distance.
- The **Tire Speed** constraint is displayed when the tire speed required to perform a landing exceeds the aircraft flight manual's published limits.
- The **AFM Data** constraint is displayed when data interpolation is not possible. For example, if the landing weight is 18,500 lbs, yet performance data only exists for 20,000 lbs and 15,000 lbs, MLW is limited to 15,000 lbs. When an AFM Data limit is applicable, Runway Analysis uses the next available lower value.

7. RUNWAY ANALYSIS

Maximum Weight Cautions and Errors

Runway Analysis results are color-coded so that potential issues can be easily identified. If an issue exists, hover your mouse of the issue to display additional information. There are two issue types:

- **Cautions** are displayed in yellow when the planned takeoff (or landing) weight exceeds the maximum weight for the runway as determined by Runway Analysis. In the example below, the planned takeoff weight for the route, payload, and selected fuel policy exceeds the maximum takeoff weight for the runway and cannot be selected.
- **Errors** are displayed in red when an aircraft limitation is exceeded.

Takeoff Weight

Takeoff weight (TOW) is close to MTOW as limited by RWA						
▼ PERFORMANCE						
	DIST	GCD	ETE	ETA	WIND	FUEL
Destination	310 nm	264 nm	00:45	19:25Z	42H	3,671
WEIGHT (LB)	ACTUAL	LIMIT	FUEL		LB	TIME
BEW	49,000	-	Taxi		250	-
Payload	2,500	9,000	Destination		3,671	00:45
ZFW	51,500	58,000	Contingency		224	00:05
Total fuel	31,021	45,050	Alternate		0	00:00
Ramp weight	82,521	99,750	Reserve		2,013	00:45
Taxi fuel	250	-	Min required		6,157	01:35
TOW ⓘ	82,271	84,060	Extra		24,863	05:39
Dest fuel	3,671	-	Landing		27,100	-
LW	78,600	78,600	Total		31,021	07:14

Flight Editor - Performance Summary

Maximum Takeoff Weight

Runways				
RWY	MTOW LIMIT	WINDS	SURFACE	ENGINE OUT PROCEDURE
03 ⓘ	65,957 lb Obstacle	Runway is limited below current MTOW ↑ 3 kts	Good	Straight Out Details Map
21	79,179 lb Obstacle	← 1 kts ↓ 3 kts	Asphalt Good	EOP 1 (RNAV) Details Map

Runway Analysis - Results Section

06L	Error ⓘ	Tailwind component limit exceeded: Tailwind component of 23 exceeds published limit of 10
-----	---------	--

Tailwind Constraint Error Message

7. 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-12
- Pilatus PC-24
- Cessna 680 Citation Sovereign
- Cessna 680 Citation Sovereign+
- Cessna 680A Citation Latitude

7. RUNWAY ANALYSIS

7.3 Engine Out Procedures

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

Dispatch reevaluates the flight path when selecting engine-out procedures 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.

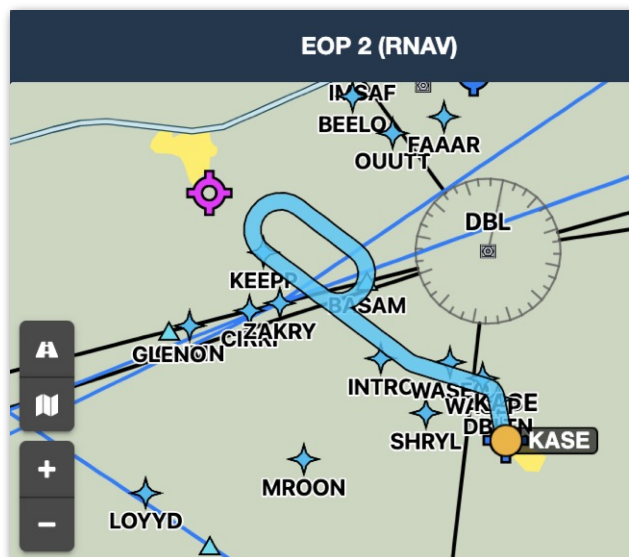
Maintain runway heading until DER (N39°13'55.90" W106°52'23.24"), then direct BOYET.

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

7.3.1 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.



7. RUNWAY ANALYSIS

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

7.4.1 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		

7.4.2 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.	

7.4.3 Takeoff/Landing/Alternates Runway Analysis Section

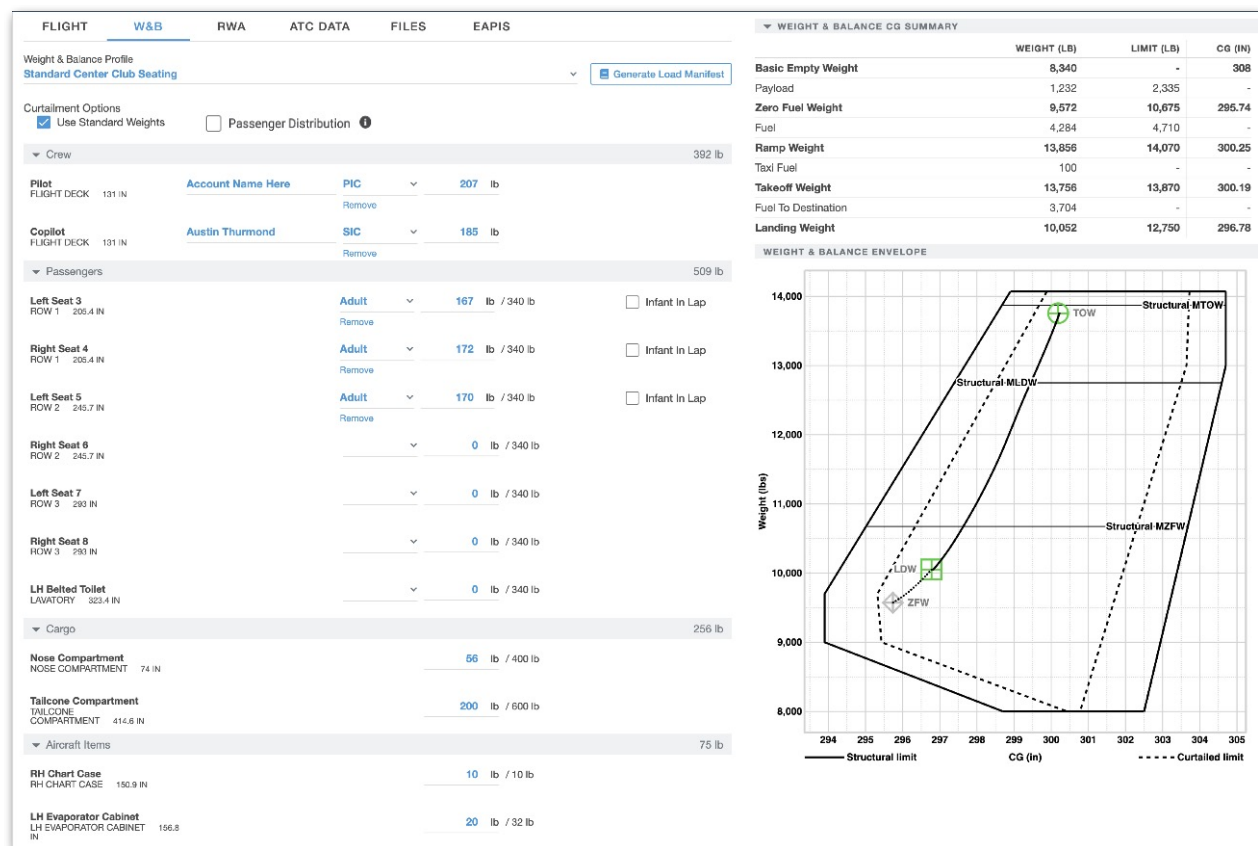
Takeoff Analysis - KASE - Aspen-Pitkin County/Sardy Field - Elevation 7,838 ft							
Runway	15				33		
TORA/TODA/ASDA	7,006 / 7,006 / 7,006 ft				8,006 / 8,006 / 8,006 ft		
Slope	2%				-2%		
Winds	↓ 0 kts ← 0 kts				↓ 0 kts ← 0 kts		
	OAT	EOP 1 (RNAV)	EOP 2 (RNAV)	Straight Out	EOP 1 (RNAV)	EOP 2 (RNAV)	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) can be calculated for aircraft that have at least one W&B profile. If a W&B profile does not exist for the aircraft, the **W&B** tab is *not* depicted in the upper toolbar. Weight and Balance profiles are unique to each aircraft and must be configured on a per-tail basis. See [Creating a W&B profile](#) for additional information.

8.1 Layout

Weight and Balance is divided into two columns, each consisting of smaller sections. Crew, Passengers, Cargo, Aircraft Items, and Fuel 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 & Balance

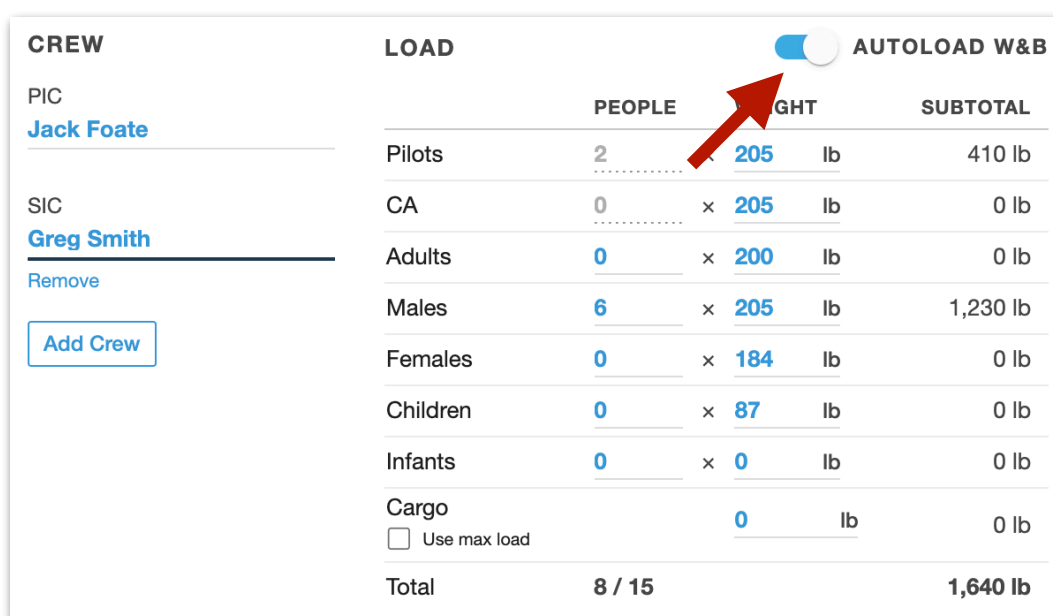
8. WEIGHT & BALANCE

8.2 Autoload W&B

Payload (crew, passengers, and cargo) can be added to a flight using the Flight Editor or the W&B page. The **Autoload W&B** feature (enabled by default) automatically copies the crew, passengers, and cargo from the Flight Editor to the W&B page. If Autoload W&B is disabled, payload must be edited on the W&B page.

The Autoload function (described in detail on the following page) assigns payload in a manner to produce a centered aircraft CG. In general, the Autoload W&B function assigns pilots and crew additional to crew stations, passengers to passenger stations, and cargo to cargo stations starting with the heaviest payload.

IMPORTANT: The station's name determines if it is a crew additional, crew, or passenger station. See [Crew Member Stations](#) for additional information.



	PEOPLE	GHT	SUBTOTAL
Pilots	2	205 lb	410 lb
CA	0	205 lb	0 lb
Adults	0	200 lb	0 lb
Males	6	205 lb	1,230 lb
Females	0	184 lb	0 lb
Children	0	87 lb	0 lb
Infants	0	0 lb	0 lb
Cargo		0 lb	0 lb
<input type="checkbox"/> Use max load			
Total	8 / 15		1,640 lb

Flight Editor - Autoload W&B Toggle Switch

NOTE: If a flight has an infant that will be sitting on a passenger's lap, that infant can be added to the flight using the W&B page.

8. WEIGHT & BALANCE

8.2.1 Autoload Function

The Autoload function does not always result in the optimal (most centered) CG for the aircraft. However, the results achieved by the function are sufficiently similar. The Autoload function uses the following logic.

1. Pilots are assigned to the pilot stations beginning with the heaviest pilots.
2. Crew additional are assigned to the crew additional stations, resulting in the most centered takeoff CG, beginning with the heaviest crew additional.
3. Passengers are assigned to the passenger stations, resulting in the most centered Takeoff CG, beginning with the heaviest passenger.
4. Cargo is assigned to the cargo stations, resulting in the most centered Takeoff CG, beginning with the heaviest cargo.

Once payload is assigned to a station, it is not reassigned. As a result, some scenarios may not result in the optimal CG being determined, however, the amount of time required to Autoload the aircraft is significantly reduced.

If there are not sufficient stations for the flight's payload, the following logic is applied:

1. If there are more crew additional than stations, the leftover crew additional are assigned to available crew stations.
2. If there are more crew than crew stations, the leftover crew are assigned to passenger stations.
3. If there is more cargo than the cargo compartments can hold, the leftover cargo is assigned to passenger stations.

Low Priority Passenger Stations

Passengers and crew members not already assigned a seat as described above are assigned to available low-priority stations. These stations are assigned only after all other passenger stations are occupied. A low-priority station is any station that is named lavatory or toilet.

8. WEIGHT & BALANCE

8.2.2 Editing Payload with the W&B Page

If the Autoload function does not load payload appropriately, the payload can be edited using the W&B page. When an edit to payload is made on the W&B page, Autoload W&B is disabled, causing the Flight Editor *Crew* and *Load* section to become inactive.

Editing payload on the W&B page makes the W&B editor the default editor. Subsequent edits must also be made with the W&B page.

To make edits on the Flights page after disabling **Autoload W&B** (either manually or by editing payload on W&B), click the **Autoload W&B** switch to reenable the Autoload function.

If **Autoload W&B** is enabled *after* payload edits are made on the W&B page, the payload will be overwritten with the crew and load values from the Flights page.

8. WEIGHT & BALANCE

8.3 Curtailment Options

Curtailment Options allow operators with approved weight and balance control programs to calculate a curtailed weight and balance envelope. A curtailed envelope is one that is more restrictive than the manufacturer's to account for loading variables. ForeFlight curtailment tools are designed to meet the guidelines and requirements of Advisory Circular 120-27F.

WARNING: ForeFlight does not support curtailment for in-flight passenger movement or average baggage weight. The only supported curtailment tools are for standard average passenger weight and passenger distribution.

8.3.1 Curtailment Tools

Standard Weights

The Standard Weights curtailment option allows operators who know where passengers will be seated to calculate the curtailed weight and balance envelope using standard average weights. **Standard average weights** are defined in Settings by account administrators

Passenger Distribution

The Passenger Distribution curtailment tool allows passengers to sit wherever they want throughout the cabin. The CG configurations are calculated with full forward and aft seating arrangements to account for worst-case CG loading scenarios. It accounts for the fact that passenger loading may not be uniform.

FLIGHT **W&B** RWA ATC DATA FILES

Weight & Balance Profile
[Global 6500 Empty Cabin Configuration](#)

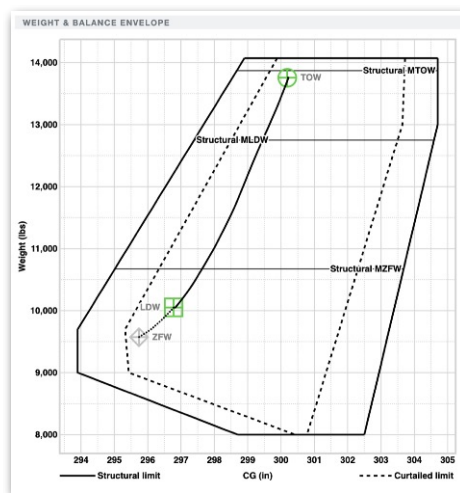
Curtailment Options

☒ Standard Weights ⓘ ☒ Passenger Distribution ⓘ

▼ Crew

Pilot					
FLIGHT DECK	255 IN	Joe "The Baron"	PIC	▼	205 lb
			Remove		
Copilot					
FLIGHT DECK	255 IN	Thomas	SIC	▼	205 lb
			Remove		

Curtailment Tools

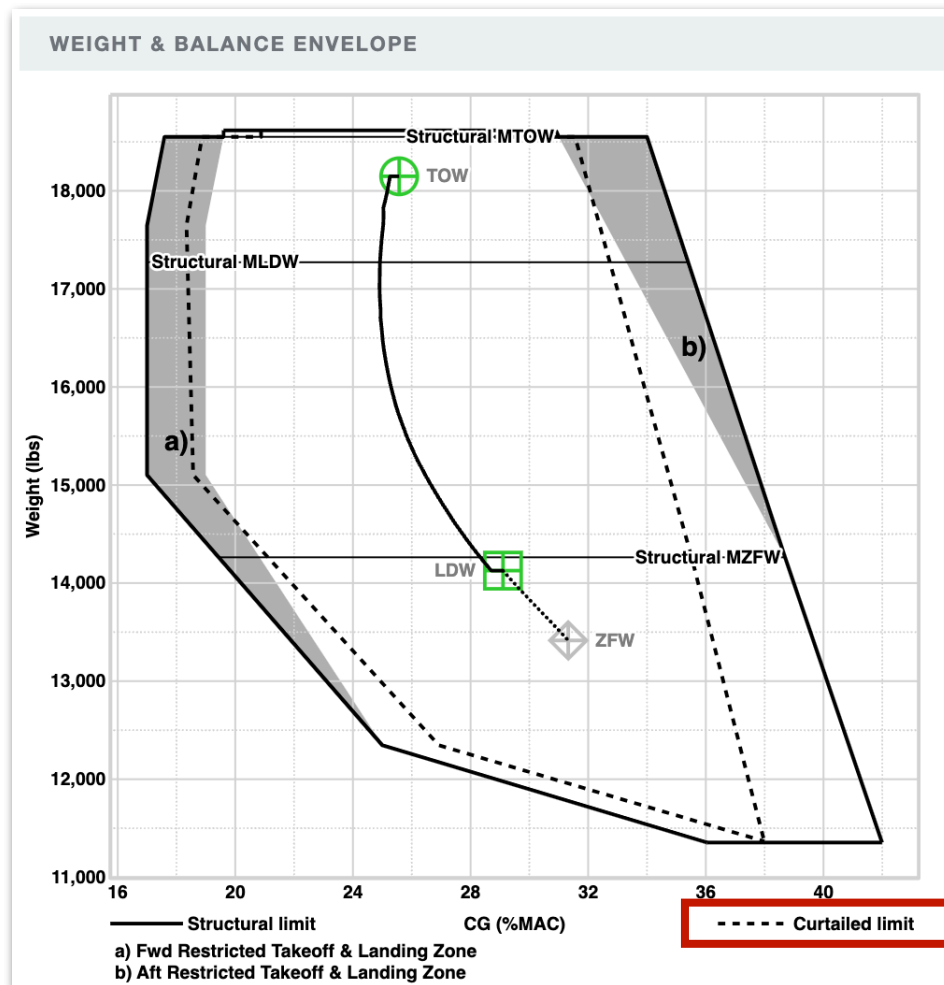


Dashed Curtailed Envelope

8. WEIGHT & BALANCE

8.3.2 Standard Weights

Standard Weights curtailment reduces the envelope by a uniform amount based on the aircraft's seating capacity, standard passenger weights, and cabin centroid. To enable the curtailed weight and balance envelope, click the **Standard Weights** checkbox. When enabled, the curtailed CG envelope is displayed as a dashed line.



Weight & Balance Curtailed Limitations

NOTE: Enabling Standard Weights does not replace passenger weights with the **standard average weights** defined in settings. If actual passenger weights are used, this feature should not be enabled. Aircraft with fewer than five passenger seats must use actual weights.

8. WEIGHT & BALANCE

8.3.3 Calculating the Curtailed Operational Envelope

The curtailed operational envelope is calculated based on the aircraft's seating capacity, standard passenger weights, and cabin centroid. The steps required to determine the amount of curtailment are detailed below.

1. To protect against an all-male passenger flight, the difference between the male and average passenger weight is determined (half of the difference between the male average and female average weight).
2. **Standard Deviation** (47 lbs by default) is multiplied by the aircraft's row factor (see below).

No. of Rows	2-Abreast	3-Abreast	4-Abreast
2	2.96	2.73	2.63
3	2.41	2.31	2.26
4	2.15	2.09	2.06
5	2.00	1.95	1.93
6	1.89	1.86	1.84
7	1.81	1.79	1.77
8	1.75	1.73	1.69
9	1.70	1.68	1.65
10	1.66	1.65	1.62
11	1.63	1.59	1.59
12	1.60	1.57	1.57
13	1.57	1.54	1.54
14	1.55	1.52	1.52
15	1.53	1.51	1.51
16	1.49	1.49	1.49
17	1.48	1.48	1.48
18	1.46	1.46	1.46

Advisory Circular 120-27F Table D1. Row Factor

3. The values from steps 1 and 2 are added together to determine the weight for curtailment.

For example, the equation below represents an aircraft with 3 rows and 2 seats in each row, a standard deviation of 47 lbs, and the following average weights 200 lbs (male) 160 lbs (female).

$$(2.41)(47) + (200 - 160 \text{ lbs}) \div 2 = 133 \text{ lbs}$$

8. WEIGHT & BALANCE

4. To determine the curtailed weight's moment, the weight (step 3) is multiplied by each seat's arm (e.g., 198 in x 133 lbs = 26334 in lbs).

Row	Seat (arm)	Curtailed Weight	Seat Moment
1	198	133	26334
1	198	133	26334
2	228	133	30324
2	228	133	30324
3	258	133	34314
3	258	133	34314

Determining Curtailed Seat Moment

5. To determine the cumulative affect of curtailed weights, the curtailment weights and seat moments are added (forward to aft) to generate a running total. For example, the first seat in row two is equal to the sum of the first three rows. The total seat moment for that row is also equal to the sum of the first three rows. (26334 + 26334 + 30324 = 82992).

Row	Total Curtailment Weight	Total Seat Moment
1	133	26334
1	266	52668
2	399	82992
2	532	113316
3	665	147630
3	798	181944

Cumulative Curtailment Weight and Seat Moment

8. WEIGHT & BALANCE

6. Step 5 is repeated, in reverse order (aft to forward).

Row	Seat Centroid	Curtailment Weight	Seat Moment	Total (cumulative) Seat Moment
3	258	133	34314	34314
3	258	133	34314	68628
2	228	133	30324	98952
2	228	133	30324	129276
1	198	133	26334	155610
1	198	133	26334	181944

Cumulative Curtailment Weight and Seat Moment

7. The aircraft's cabin centroid is determined by the following steps:

- (i) The number of seats in each row are multiplied by the row location
(2 x 198 in = 396 in).
- (ii) The product of each row is added together
(396 in + 456 in + 516 in = 1,368 in).
- (iii) The number in step 2 is divided by the total number of seats
(1,368 in ÷ 6 seats = 228 inch cabin centroid).

Row No.	No. of Seats	Row Location	No. of Seats x Row Location
1	2	198 in	396 in
2	2	228 in	456 in
3	2	258 in	516 in
TOTAL	6	NA	1,368 in
1,368 in / 6 seats = 228 in			

Determining Cabin Centroid

8. WEIGHT & BALANCE

8. The cabin centroid moment is determined by multiplying the total curtailment weight (step 5) by the cabin centroid (step 7).

Row	Total Weight	Cabin Centroid	Cabin Centroid Moment
1	133	228	30324
1	266	228	60648
2	399	228	90972
2	532	228	121296
3	665	228	151620
3	798	228	181944

Determining Cabin Centroid Moment

9. The difference between the forward-to-aft total seat moment (step 5) and the aft-to-forward total seat moment (step 6) are compared to the Cabin Centroid Moment.

Row	FWD to AFT Total Seat Moment	Cabin Centroid Moment	Deviation	AFT to FWD Total Seat Moment	Cabin Centroid Moment	Deviation
1	26334	30324	-3990	34314	30324	3990
1	52668	60648	-7980	68628	60648	7980
2	82992	90972	-7980	98952	90972	7980
2	113316	121296	-7908	129276	121296	7980
3	147630	151620	-3990	155610	151620	3990
3	181944	181944	0	181944	181944	0

Total Seat Moment Deviation from Cabin Centroid Moment

10. The largest moment deviations are identified (7980) and used to calculate the amount of curtailment. The deviation is divided by its corresponding weight to determine how much curtailment to add to the envelope. For example deviation of 7980 in lbs at 10,000 lbs results in a 0.79 inch curtailment.

8. WEIGHT & BALANCE

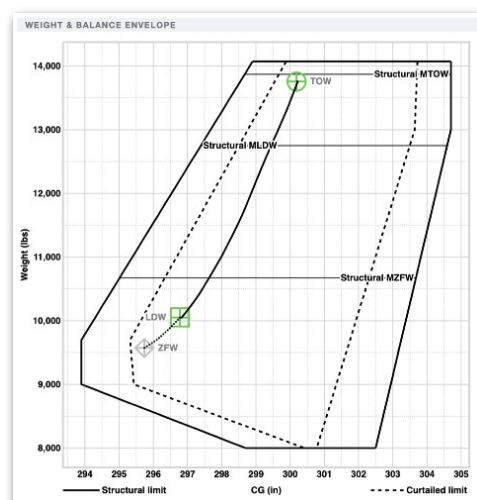
8.3.4 Passenger Distribution

The Passenger Distribution curtailment tool allows passengers to sit wherever they want throughout the cabin. The CG configurations are calculated with full forward and aft seating arrangements to account for worst-case CG loading scenarios. It accounts for the fact that passenger loading may not be uniform.

To enable curtailment based on passenger seating arrangements, select the **Passenger Distribution** check box. When enabled, the curtailed CG envelope is depicted as a dashed line.

The screenshot shows the 'W&B' tab in the software interface. Under 'Curtailment Options', both 'Standard Weights' and 'Passenger Distribution' are checked. The 'Passenger Distribution' checkbox is highlighted with a red rectangle. Below this, the crew list is visible, including a Pilot (Joe "The Baron" Ambrose, PIC, 205 lb) and a Copilot (Thomas Ames, SIC, 205 lb).

Passenger Distribution Toggle



Dashed Curtailed Envelope

The Passenger Distribution curtailment tool is intended to allow passengers to randomly select seating throughout the cabin while assuring the CG will be within limits, which is depicted by a curtailed envelope. If the Standard Weights check box is also selected, passenger distribution curtailment is calculated based on standard weights.

IMPORTANT: Selecting the Passenger Distribution box does not overwrite the seating arrangement of passengers, nor does it recalculate payload using a different seating arrangement. It only shows the curtailed envelope based on worst-case passenger distributions.

8. WEIGHT & BALANCE

Calculating the Passenger Distribution Curtailed Operational Envelope

The process for curtailing the operational envelope based on passenger distribution is as follows:

1. First, the tool determines the anticipated overall moment of the passengers by multiplying each passenger's weight by their distance to the datum and then adding up these individual moments.
2. Next, the tool identifies the worst-case seating scenario in the forward loading direction by placing the heaviest passenger in the frontmost seat, the second heaviest in the second frontmost seat, and so on, summing up the moments for this distribution.
3. The tool then calculates the difference between the expected total moment and the worst-case forward loading moment, using the result as the amount that should be curtailed from the forward end of the CG envelope.
4. To calculate the aft curtailment amount, the tool repeats the steps above for the aft loading direction.
5. Once both calculations are complete, curtailment is represented as dashed lines inside the forward and aft limits of the CG envelope.
6. If a weight & balance calculation results in a CG value within the curtailed envelope (dashed lines), the aircraft will be within safe limits regardless of any variations in passenger distribution.

8. WEIGHT & BALANCE

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

NOTE: The **station's name** (e.g., Jump Seat) determines if a station is classified as a Crew or Passenger station. Station names, weight limits, and arms are editable in **Aircraft > Weight & Balance > Stations**. See **Crew Member Stations** for additional information.

8. WEIGHT & BALANCE

8.5 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 page. To add a passenger, click the passenger type field and select an appropriate type from the menu.

NOTE: If passengers are edited using the W&B page, 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.

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

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

Row/Seat Location	Passenger Type	Actual Weight	Infant In Lap
Left Seat 1 ROW 1 377.9 IN	Male	205 lb	<input type="checkbox"/>
Right Seat 2 ROW 1 377.9 IN	Female	184 lb	<input checked="" type="checkbox"/>
Left Seat 3 ROW 2 429.1 IN	Female	184 lb	<input type="checkbox"/>
Right Seat 4 ROW 2 429.1 IN	Child	87 lb	<input type="checkbox"/>

Passenger Total Weight: 1,070 lb




8. WEIGHT & BALANCE

Infant In Lap

Passengers (excluding infant passengers) display an *Infant In Lap* checkbox to the right of the weight column. The flight's passenger count is increased by one for each Infant In Lap checkbox that is selected.

When an Infant In Lap checkbox is selected, the Infants In Lap field is added to the Load section of the Flight Editor. The Infant In Lap count can be adjusted from this view, however, it is not possible to add weight for an Infant In Lap.

IMPORTANT: Infants sitting in the lap of a passenger do not add weight to the flight. To account for the weight of an infant that is sitting in the lap of another passenger, the passenger's weight should be increased by the appropriate amount.

LOAD  EDIT IN W&B		 AUTOLOAD W&B	
	PEOPLE	WEIGHT	SUBTOTAL
Pilots	2	× 205 lb	410 lb
CA	0	× 205 lb	0 lb
Adults	0	× 200 lb	0 lb
Males	2	× 205 lb	410 lb
Females	2	× 189 lb	378 lb
Children	0	× 87 lb	0 lb
Infants	0	× 0 lb	0 lb
Infants In Lap	1	× 0 lb	0 lb
Pets 	1	× 45 lb	45 lb
Cargo		300 lb	300 lb
<input type="checkbox"/> Use max load			
Total	7		1,543 lb

Flight Editor Load Summary with Infant In Lap field

8. WEIGHT & BALANCE

Adding Pets

Pets can be added on the W&B page by selecting the seat drop-down menu and scrolling down to Pet. The weight of the pet must be entered manually.

When a pet is added to the W&B page, the Pet field is added to the Load section of the Flight Editor and is not editable. Edits can only be made on the W&B page.

The screenshot shows a user interface for adding pets to a weight and balance page. It features a list of four existing entries, each with a gender dropdown, a weight field, and a 'Remove' link. The entries are: Male (205 lb), Male (205 lb), Female (184 lb), and Pet (45 lb). A dropdown menu is open for the 'Pet' entry, showing options: Adult, Male, Female, Child, Infant, Cargo, and Pet (selected). The weight field for the selected 'Pet' entry is currently 45 lb, with a maximum of 340 lb.

Gender	Weight (lb)	Max (lb)
Male	205	340
Male	205	340
Female	184	340
Pet	45	340

Adding a Pet to W&B Page

Pets	1	x	45	lb	45 lb
Cargo					
<input type="checkbox"/> Use max load			300	lb	300 lb
Total	7				1,543 lb

Pet Shown on the Flight Editor Load Summary

8. WEIGHT & BALANCE

8.6 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**.



8. WEIGHT & BALANCE

8.7 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	

8. WEIGHT & BALANCE

8.8 Fuel Stations

When planning with an aircraft with more than one fuel station, the Fuel Stations section displays the flight's fuel per station as determined by the Flight Editor's selected Fuel policy. With the exception of Ballast Fuel, fuel cannot be edited using this view.

▼ Fuel Stations		4,414 lb
Fuselage Tank	<u>1000</u> lb / 1,000 lb	
Wing Tanks	<u>3414</u> lb / 6,485 lb	

Fuel Stations Section

8.8.1 Ballast Fuel

Ballast fuel is unusable, extra fuel that is added to the aircraft's zero fuel weight to move the aircraft's center of gravity within limits. The following aircraft models support Ballast Fuel:

- Cessna 650 Citation III
- Cessna 650 Citation VI
- Cessna 650 Citation VII
- Cessna 700 Citation Longitude
- Cessna 750 Citation X
- Cessna 750 Citation X+

Adding Ballast Fuel

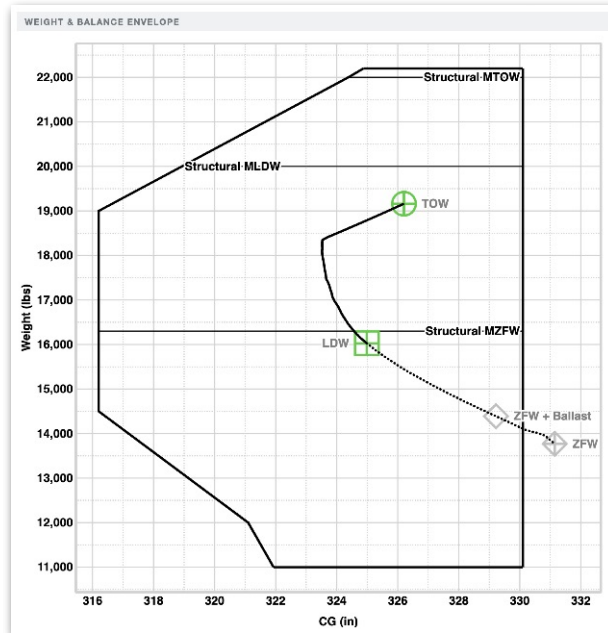
Ballast Fuel can be manually added to the W&B page. If an aircraft's center of gravity exceeds the limits and Ballast Fuel can correct the error, a **USE** button is displayed next to the Ballast Fuel row with an amount of fuel to resolve the error.

▼ Ballast Fuel		0 lb
Wing Tanks	<u>0</u> lb	Use 620

Ballast Fuel

8. WEIGHT & BALANCE

Ballast Fuel is included in the flight's Performance Summary, Navlog, and Weight and Balance Load Manifest.



W&B with Ballast Fuel

8.9 Cautions and Warnings

Cautions and warnings related to W&B are depicted above the W&B summary. If there are multiple cautions or warnings, select **Click to View** to see the full list.

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

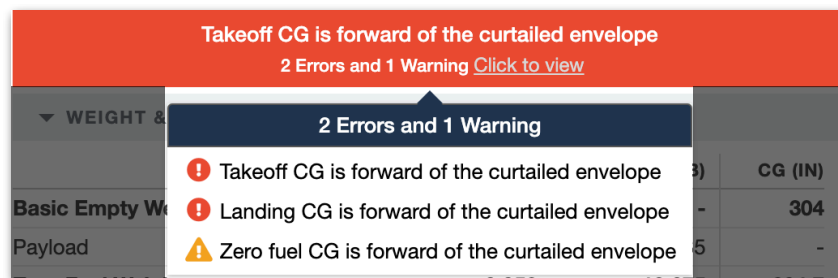
Example W&B Warning

8. WEIGHT & BALANCE

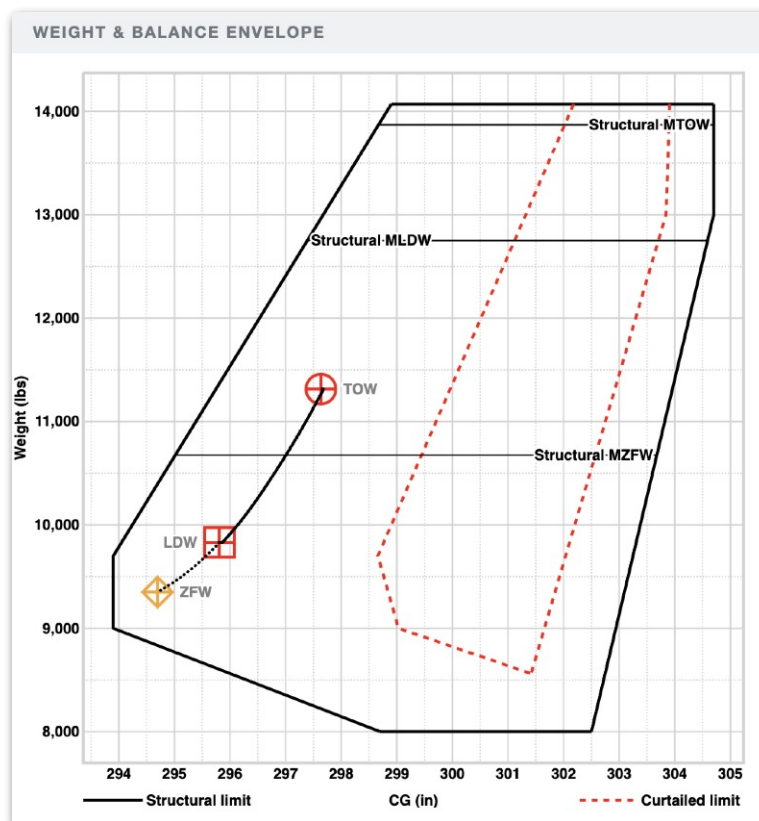
8.9.1 Curtailment Cautions and Warnings

Cautions and warnings pertaining to Curtailment Tools will be presented in the Flight Summary section, while visual representations of deviations from the Center of Gravity (CG) envelope will be displayed on the CG chart. The indications will change as follows:

- The dashed lines of the curtailed envelope turn red.
- The W&B elements outside the envelope (TOW and LDW in the image below) turn red.
- A red warning label, when clicked, provides more information about the errors.



Curtailment Warning Messages



CG Out of Curtailment Envelope

8. WEIGHT & BALANCE

8.10 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

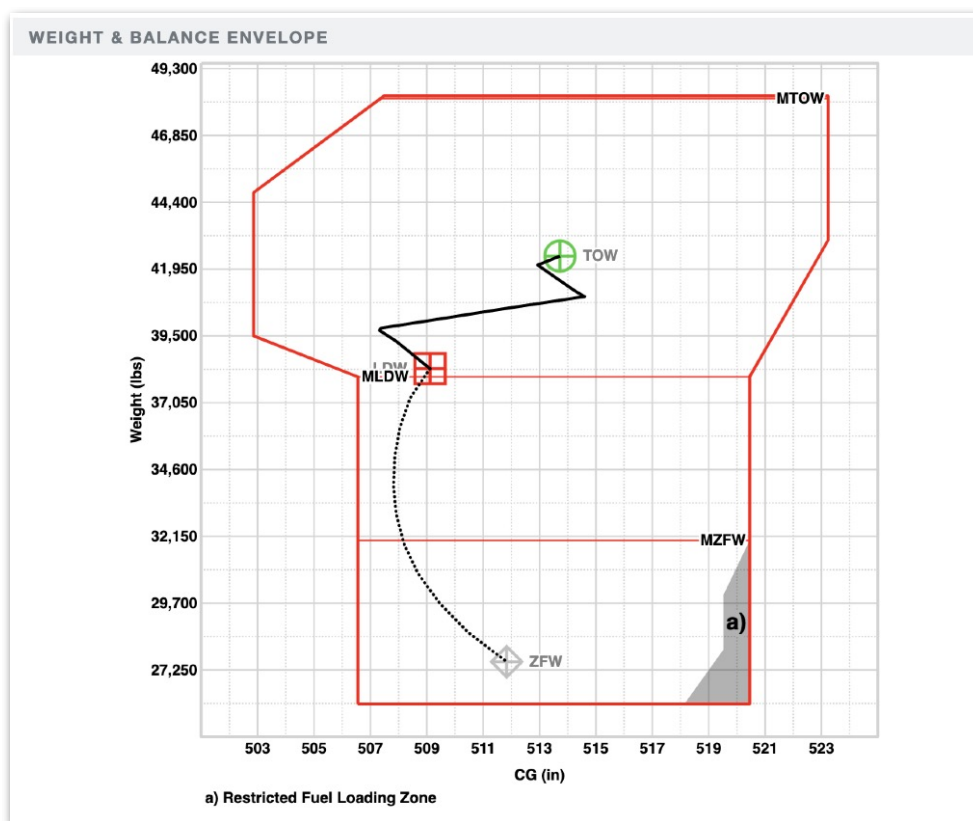
8. WEIGHT & BALANCE

8.11 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.

If **Use Standard Weights** is enabled, a more restrictive dashed curtailed limit is displayed inside the manufacturer's CG envelope. The solid black line represents the payload entered in W&B and not the payload based on standard average passenger weights. See [Curtailed Options](#) for more information.



Weight & Balance Envelope with MLW Exceeded

- | | | |
|---|---|--|
|  Takeoff Weight |  Landing Weight |  Zero Fuel Weight |
|  Max Takeoff Weight Limit Exceeded |  Max Landing Weight Exceeded |  ZFW Exceeded |

8. WEIGHT & BALANCE

8.12 Generating a Load Manifest

If a paper copy of the Load Manifest is needed, it can be created by clicking the **Generate Load Manifest** button.

FLIGHT

W&B

RWA

ATC DATA

FILES

EAPIS

Weight & Balance Profile

Global 6500 Empty Cabin Configuration

Generate Load Manifest

Generate Load Manifest Button

A document window will open a manifest that can be printed or saved as a PDF document and attached to the flight as a file. A blank column labeled Last Minute Change (LMC) allows entry of actual data updates after printing the document.

KBOS - EGLL (Dec 22, 2023) in YESDIS (Global 6500)

Created Jan 5 2024 16:26Z by Account

Weight (lbs)

CG (in)

Structural MTOW

Structural MLDW

TOW

LDW

ZFW

Structural MZFW

Item Description

Weight (lbs)

Souls on board

8

People

Flight Deck / Pilot

205

torr

Flight Deck / Copilot

205

Joe

Observer / Jumpseat

0

Single Seat 1

200

Adult

Row of Seats 1 / Seat 1

200

Adult

Row of Seats 1 / Seat 2

200

Adult

Row of Seats 2 / Seat 1

200

Adult

Row of Seats 2 / Seat 2

200

Adult

Row of Seats 3 / Seat 1

200

Adult

Row of Seats 3 / Seat 2

0

Cargo

Tail Compartment

0

	Weight (lbs)	LMC	Limit (lbs)	CG (in)	LMC	FWD / AFT Limits (in)
BEW	52,230		-	740.0		712.2 / 739.8
Payload	1,610		5,770	-		-
Zero Fuel Weight	53,840		58,000	726.9		712.2 / 739.8
Main Tanks	22,424		30,092	-		-
Ramp Weight	76,264		99,750	714.2		712.2 / 731.5
Taxi Fuel	250		-	-		-
Takeoff Weight	76,014		99,500	714.2		712.2 / 731.6
Fuel To Destination	16,531		-	-		-
Landing Weight	59,483		78,600	720.9		712.2 / 738.4

CAPTAIN SIGNATURE

CAPTAIN NAME

DATE

Generated Load Manifest Document

ATC

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). They 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).

9.1 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 G - General Aviation								Flight rule IFR				STS Special Handling							
Remarks																			
OTHER INFORMATION (Hide)																			
CODE				COM				DAT				DLE							
NAV				OPR				ORGN				RIF							
RVR				SEL				SUR				TYP							
Number of Aircraft 1				SAR Name				SAR Phone				<input type="checkbox"/> EUR/PROTECTED							

ATC Data

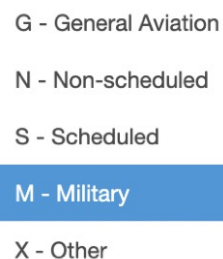
9. ATC

9.2 General

9.2.1 Flight Type

To file a flight plan, a flight type must be selected. General Aviation is the default. An **operational rule** is recommended to set a different type as the default.

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**.



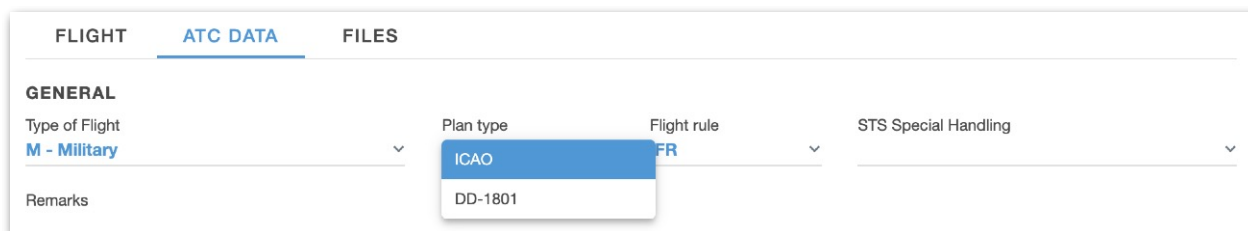
A dropdown menu titled 'Types of Flights' with the following options: G - General Aviation, N - Non-scheduled, S - Scheduled, M - Military (highlighted in blue), and X - Other.

Types of Flights

9.2.2 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.



A screenshot of the ForeFlight 'ATC DATA' form. The 'GENERAL' section shows 'Type of Flight' set to 'M - Military'. The 'Plan type' dropdown menu is open, showing 'ICAO' and 'DD-1801' options. The 'Flight rule' is set to 'FR' and 'STS Special Handling' is empty. There is a 'Remarks' field at the bottom.

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](#)**.

9. ATC

9.2.3 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, followed by one or more changes of flight rules. A transition will automatically be added at the last point in the route if a transition is not specified.
- **ZFR** - The flight will begin as VFR, followed by one or more changes of flight rules. A transition from VFR will automatically be added at the first waypoint in the route if a transition is not specified.

9. ATC

9.2.4 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.

9. ATC

9.2.5 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/.

9.3 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 next page for Other Information field definitions.

OTHER INFORMATION (Hide)			
CODE	COM	DAT	DLE
NAV	OPR	RIF	RVR
SEL	SUR	TYP	Number of Aircraft 1
SAR Name	SAR Phone	PIC Phone	<input type="checkbox"/> EUR/PROTECTED

Other Information Expanded View

9. ATC

Other Information Definitions can be found below.

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.

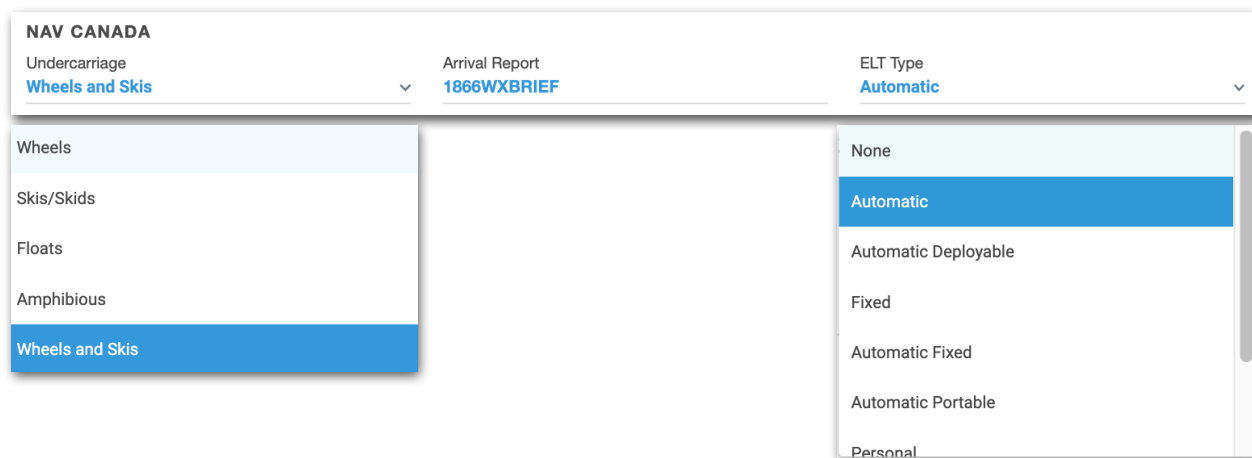
9. ATC

9.4 Nav Canada

When filing VFR flight plans in Canada, there are requirements for providing additional details, which can be entered by clicking **ATC DATA** and then selecting the appropriate settings under Nav Canada.

- **Undercarriage** - input the type of undercarriage of the aircraft.
- **Arrival Report** - defaults to 1866WXBRIEF.
- **ELT Type** - select the ELT that matches what is installed in the aircraft.

The information is automatically transferred with the flight plan and visible in ForeFlight Mobile if the crew files from the Flights page.



Nav Canada VFR Requirements

9.5 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

9. ATC

9.5.1 Flight Watchers in ForeFlight Mobile

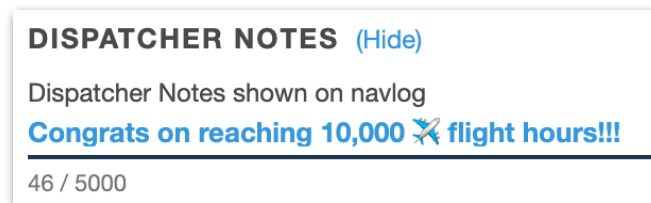
When the Watcher is a member of the Dispatch account, the flight will automatically become available in ForeFlight Mobile. Watchers can view and edit flights in ForeFlight Mobile when the flight is released as editable.

9.5.2 Removing a Flight Watcher

To stop flight notifications for a user, click [Remove](#) below their name.

9.6 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

9.7 AFTN Addressing

Dispatch automatically enters all relevant Aeronautical Fixed Telecommunication Network (AFTN) addressing based on the route and current AIPs. Dispatch also allows flight planners to add additional AFTN addresses.

If manual AFTN addressing is common for your operation, [operational rules](#) can be added to automatically add AFTN addresses based on certain criteria.

If all AFTN addresses are removed, Dispatch will transmit the flight plan to the appropriate AFTN addresses based on the route.

9.8 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.

9. 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. 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)

9. ATC

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*).

NOTE: Inbound *Acknowledge* messages are not delivered via email for flights in the United States or Canada.

9.9 Planned FPL (Flight Plan)

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

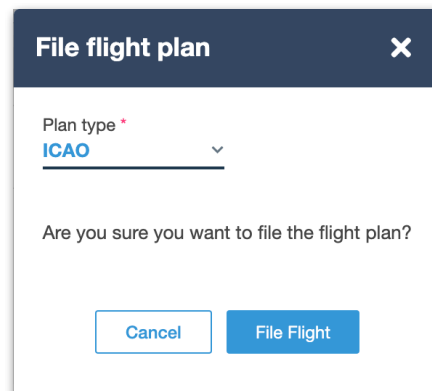
9. ATC

9.10 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.

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?

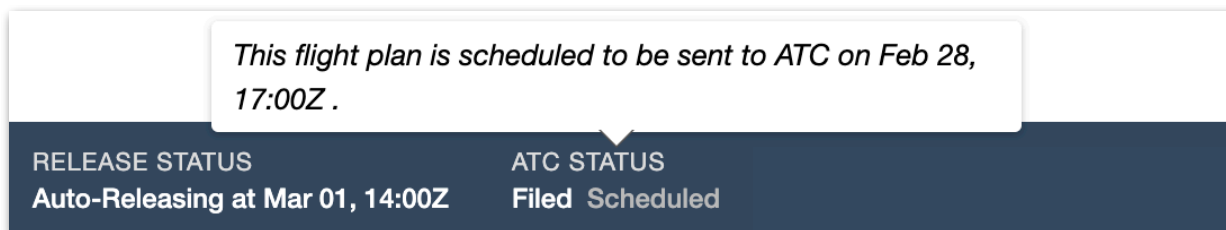
Cancel File Flight

File Menu

Holding Pen FAA

The FAA accepts flight plans within a 24-hour window. Plans filed more than 24 hours in advance face rejection, requiring users to file within 24 hours prior to ETD. To avert this, a "holding pen" was established. This holding pen queues the flight plan for filing 22 hours before departure, preventing rejection for filing too early.

To check the transmission time of a flight plan held in the holding pen, hover the mouse cursor over the ATC Status located in the flight status bar at the bottom of the page.

A screenshot of the ATC status bar at the bottom of the page. It has two sections: "RELEASE STATUS" and "ATC STATUS". The "RELEASE STATUS" section shows "Auto-Releasing at Mar 01, 14:00Z". The "ATC STATUS" section shows "Filed" and "Scheduled". A tooltip is displayed over the "ATC STATUS" section, containing the text: "This flight plan is scheduled to be sent to ATC on Feb 28, 17:00Z".

RELEASE STATUS
Auto-Releasing at Mar 01, 14:00Z

ATC STATUS
Filed Scheduled

This flight plan is scheduled to be sent to ATC on Feb 28, 17:00Z .

ATC Status Message

9. ATC

Holding Pen Eurocontrol

The Holding Pen feature isn't available for flight plans sent to Eurocontrol because they already accept plans filed within a five-day window. Given the constantly changing and complex airspace constraints, filing a flight plan more than five days in advance typically leads to rejection because of Eurocontrol's strict validation criteria.

9.10.1 Filing a Different Route than Planned

Some ATC agencies have specific filing requirements that result in the filed route being different than the actual (Planned) route that will be flown. Activating the **Filed Route** feature allows the planned route to be released to the crew and a different route filed with ATC.

To activate **Filed Route** click **Settings** on the Toolbar and scroll down to **FMS > Filed Route**. Click **Allow** to activate the feature on the ATC Data page.

Planning the Route

Plan the flight as it will be flown on the Flight Editor page. As the route information is being entered, it will populate the Planned FPL field on the ATC Data page. When the route is finished, go to the ATC Data page to view information in the **ROUTE** section.



ATC Data Tab

ROUTE (Hide)

Proposed Route

STYCK8 DOLEY FUZ SPS J168 LAA J20 OCS BPI JAC

[Edit](#)

Planned Route

STYCK8 DOLEY FUZ SPS J168 LAA J20 OCS BPI JAC

Filing Messages

No filing messages.

Planned FPL

Planned FPL (Not filed)

(FPL-N1256FF-IG
-C25B/L-SBGLRUVY/S
-KTME1700
-N0400F430 STYCK8 DOLEY DCT FUZ DCT SPS J168 LAA J20 OCS DCT BPI DCT
JAC DCT
-KJAC0257
-PBN/B2D2 D0F/240124 EET/KZFW0020 KZAB0105 KZKC0111 KZDV0130 KZLC0225)

Route Section of the ATC Data Page

9. ATC

9.10.2 Editing the Planned Route for ATC Filing

The Proposed Route and Planned Route fields show the route entered on the Flight Editor page. The Proposed Route can be edited to add or remove waypoints by filing requirements.

To edit the Proposed Route, click the **Edit** button.

ROUTE [\(Hide\)](#)
Proposed Route
STYCK8 DOLEY FUZ SPS J168 LAA J20 OCS BPI JAC
Planned Route
STYCK8 DOLEY FUZ SPS J168 LAA J20 OCS BPI JAC

Edit

Proposed and Planned Routes

After clicking the **Edit** button, the Proposed Route waypoints turn blue and become editable. New waypoints can be added to the current route or waypoints can be removed. After all route changes are complete, click the Save button on the right corner of the Status Bar. The changes to the Proposed Route will be saved and the Planned Route will remain unchanged.

ROUTE [\(Hide\)](#)
Proposed Route
STYCK8 DOLEY FUZ SPS J168 LAA J20 OCS BPI JAC

Editing the Proposed Route

The airway J168 has been removed from the Proposed Route, as indicated below.

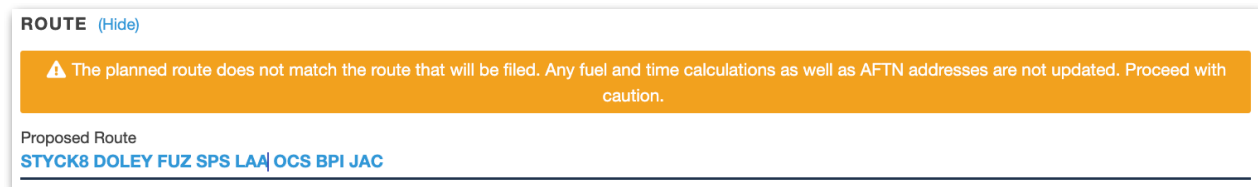
Proposed Route
STYCK8 DOLEY FUZ SPS LAA J20 OCS BPI JAC

J168 Removed from the Proposed Route

9. ATC

Caution Banner

When a change is made to the Proposed Route a caution banner is displayed above the Proposed Route field to notify the user of a difference in the proposed and planned routes. The same caution banner is displayed in the warning section above the Flight Summary section.



Caution Banner Displayed after Edits

Filing and Releasing the Route

Once the Proposed Route has been saved, it can be filed by clicking the **File** button on the right corner of the Status Bar.

The Planned Route can be released to the pilot before or after the Proposed Route has been filed. Click the **Release** button on the bottom right corner of the Status Bar to send the flight release to the crew.

9.10.3 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**.

9. ATC

9.11 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 clicking **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.

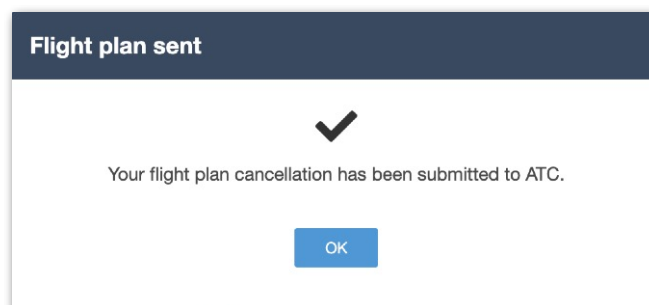
9.11.1 Canceling a Filed Flight

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

9. ATC

9.12 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 sub-sections for 'Passenger Manifest Location' and 'Crew List Location', both marked 'Attached'), 'Dinghy Remarks', '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

RUNWAY ANALYSIS

ATC DATA

FILES

EAPIS

+

Drop files here or click to browse

Attached files

Include in release email

NAME	CREATED	UPDATED	TYPE
------	---------	---------	------

Flight Files

10.1 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 alphabetized in the list view under Attached files.

Attached files


Include in release email

NAME	CREATED	UPDATED	TYPE
Dispatch_WB_Load_Summary	Dec 12, 20:27Z	Dec 12, 20:27Z	PDF
Employee_list	Dec 13, 17:47Z	Dec 13, 17:47Z	CSV
LA Region Added	Dec 13, 17:46Z	Dec 13, 17:46Z	JPEG

Attached Files

10. FILES

10.1.1 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.

10.1.2 Downloading Files

Files attached to a flight can 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.

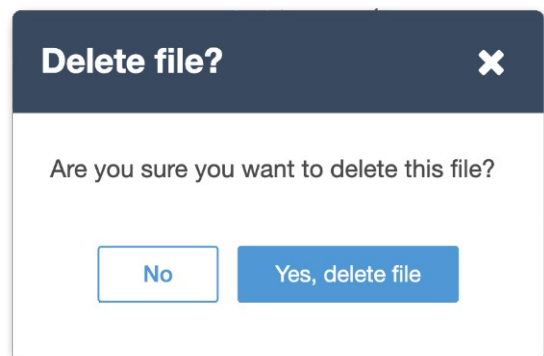
10.1.3 Releasing Flights with Attachments

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.

10.2 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. Files cannot be deleted from archived flights.

If a file was accidentally deleted, add the file again to the flight from your computer's file system.



Delete File Confirmation Pop-Up

NOTE: Files added to a flight in Dispatch can not be deleted from within ForeFlight Mobile.

10. FILES

10.3 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 *supported* nations can electronically submit passenger and crew information using Dispatch's Electronic Advanced Passenger Information System (EAPIS).

The bottom of the EAPIS view indicates if the flight supports EAPIS by displaying **Supported** label (and green checkmark) to the right of the airport's identifier and governing agency.

Nations that do not support EAPIS display a **Not Supported** label (and red circle with a diagonal slash). International flights to or from unsupported nations can still produce a General Declaration (GenDec) form for manual coordination.

FLIGHTW&BRWAATC DATAFILES**EAPIS**

Less than 60 minutes to departure time, eAPIS processing is not guaranteed.

GENERAL

Type *
Private

Departure
KHOU
William P Hobby

Destination
MMUN
Cancun Intern...

ETD Date
01/24/2023

ETD Time
1:30 PM CST

ETA Time
4:42 PM EST

Aircraft Operator
Aircraft Operator is required

24/7 Contact
24/7 Contact is required

AIRCRAFT AND ADDITIONAL DETAILS

CBP Decal Number
12345678

Aircraft owner
Aircraft owner is required

Additional foreign landing airports

CREW

NAMEROLEDOCUMENTS

No crew added to manifest
+ Add Crew Member

Manifest must include a pilot.

PASSENGERS

NAMEROLEDOCUMENTS

Passenger count matches payload count
+ Add Passenger

Review & Submit

Inbound / Destination MMUN (MX) Submission: **Supported**

Outbound / Departure KHOU (CBP) Submission: **Supported**

Review and SubmitGenDec

**EAPIS
Support**

EAPIS VIEW

11. EAPIS

11.1 Supported Nations

The table below lists nations that currently support EAPIS:

United 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	

11.1.1 Enabling EAPIS

EAPIS is made available in the upper toolbar when an international flight is planned and is automatically enabled for all *private* flights with no additional configuration required.

To submit EAPIS for commercial flights, flight planners must first email foreflight.com/support/enterprise-portal to provide a sender ID and carrier code.

11. EAPIS

11.2 EAPIS Design

EAPIS is organized into five sections. Each field within the sections has specific formatting requirements. Each section and its formatting requirements are discussed later in this chapter. If a required field is missing, it is highlighted with red text.

GENERAL

Type *

Private

Departure

KHOU

Info

Destination

CYYZ

Info

ETD Date

01/24/202CST

ETD Time

1:30 PM CST

ETA Time

5:31 PM EST

Aircraft Operator

24/7 Contact

Aircraft Operator is required

24/7 Contact is required

AIRCRAFT AND ADDITIONAL DETAILS

CBP Decal Number ⓘ

12345678

Aircraft owner

Additional foreign landing airports ⓘ

Aircraft owner is required

CREW

NAME

ROLE

DOCUMENTS

No crew added to manifest

+ Add Crew Member

Manifest must include a pilot.

PASSENGERS

NAME

ROLE

DOCUMENTS

Passenger count matches payload count

+ Add Passenger

Review & Submit

Inbound / Destination CYYZ (UNKNOWN) Submission: Not supported

Outbound / Departure KHOU (City) Submission: Not supported

Review and Submit

GenDec

GENERAL SECTION

AIRCRAFT AND ADDITIONAL DETAILS SECTION

CREW SECTION

PASSENGER SECTION

REVIEW & SUBMIT SECTION

EAPIS Sections

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11. EAPIS

11.3 General

The EAPIS General section 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 using the EAPIS page.

11.3.1 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 requires authorization from ForeFlight. Contact foreflight.com/support/enterprise-portal to enable commercial EAPIS for your account.

GENERAL							
Type *	Departure	Destination	ETD Date	ETD Time	ETA Time		
Commercial	KCXO	MMUN	09/07/2021	10:50 AM	12:25 PM	EST	
Conroe-North Houston ...		Cancun International	CDT	CDT			
Aircraft Operator *			24/7 Contact *				
Aircraft Operator is required			24/7 Contact is required				
CBP Carrier Code *							
Carrier Code is required							

Commercial Flight - EAPIS General Section

11. 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.

11.4 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.

11. EAPIS

11.4.1 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 the 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.

11.4.2 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.

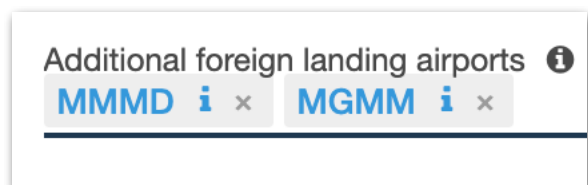
Only alphabetic characters are permitted but inclusion of a hyphen or apostrophe is acceptable in the name fields. If a business entity is used, alphanumeric and the following special characters are permitted: forward slash, back slash, hyphen, apostrophe, the “at” sign (@), period, comma and space.

11.4.3 CBP Decal Number (Private Aircraft)

CBP Decal Numbers are optional and must be numeric. No alpha or special characters or spaces are permitted. CBP Decal numbers can be entered in the General section of the Aircraft profile. For additional information regarding CBP Decals visit the DTOPS website at www.dtops.cbp.dhs.gov.

11.4.4 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 ⓘ ×



11. EAPIS



11.4.5 CBP Carrier Code (Commercial Aircraft)

The Standard Carrier Alpha Code (SCAC) is a unique two-to-four-letter code used to identify transportation companies.

11.5 Crew

Crew members assigned to a flight are automatically added to the crew section. Icons to the left of the crew members indicate if their details are complete.

If the  warning icon is present, click [Edit](#) to open the Crew Editor to resolve any issues. The crew member editor contains all necessary fields for successful 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 Section

11.5.1 Adding, Editing, Removing Crew Members

To add an additional crew member to the flight, select [+ Add Crew Member](#). 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 manifest, select [Remove](#). Removing a crew member from the EAPIS manifest automatically removes them from the Flight Editor.

11. EAPIS

11.5.2 Crew Editor

The Crew Editor is accessed by selecting **+ Add Crew Member** or by clicking **Edit** for an existing crew member. The editor is dynamic and reflects the information required for the flight.

Crew

Add crew

As
PIC

Required

First Name *

Middle Name

Last Name *

Gender *

Date of Birth *

Country of Residence *

Country of Citizenship *

Permanent Address

Street Address *

City *

State *

Zip *

Country *

US Address ⓘ

Street Address *

City *

State *

Zip *

Inbound / Destination MMUN ✓

Primary Document

Additional Document

☒ Outbound documents same as Inbound

New Document

Cancel

Save and close

Crew Editor

11. EAPIS

11.5.3 Crew Member Fields

Each crew member field has strict formatting requirements. If formatting requirements are not met or 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 that 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. The Add Crew field should be completed first when manually adding a crew member. 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 Crew Additional (CA).

Crew members assigned to a flight from the Flight Editor will have this field automatically populated. Selecting crew member roles with the Flight Editor is recommended.

11. 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.

11. EAPIS

Country of Residence

Required field. Use the drop-down menu to select the crew member's country of residence.

Country of Citizenship

Required field. Use the drop-down menu to select the crew member's country of citizenship.

Permanent Address

When arriving or departing the United States, the crew member's permanent address must be submitted. Address fields are saved between flights.

The address 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.).

U.S. Address

A U.S. address must be submitted when arriving or departing the United States. For crew members who reside within the United States, the U.S. address field should reflect their home/permanent address.

For crew members who reside outside the United States, the U.S. address field should reflect where they will stay (or did stay) during their visit in the U.S.

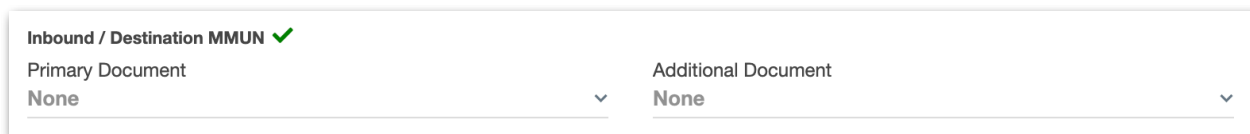
The address should include valid street, city, state, and zip code data. Data should be alphanumeric and special characters as required for each field.

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.).

11. EAPIS

Documents

Two documents can be submitted per crew member (a primary and additional document). The Primary Document and Additional Document drop-down menus indicate if EAPIS is supported and are used to select crew member documents.

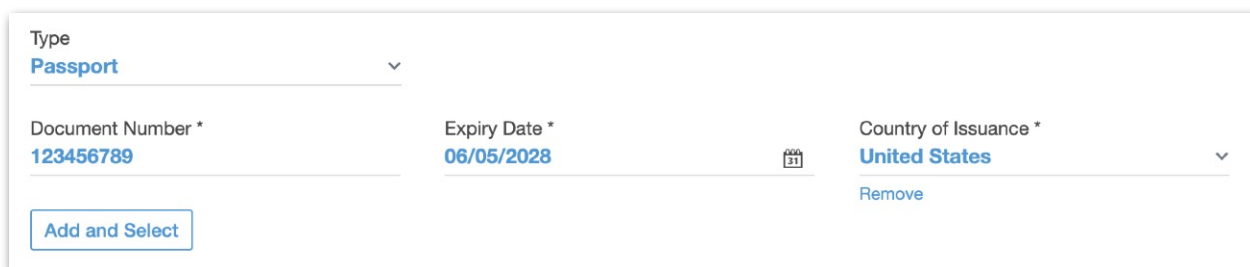


A screenshot of a user interface showing two dropdown menus. The first menu is labeled 'Inbound / Destination MMUN' with a green checkmark. Below it, the text 'Primary Document' is followed by a dropdown menu currently showing 'None'. The second menu is labeled 'Additional Document' and is also currently showing 'None'.

Primary and Additional Document Menus

If no documents are available in the drop-down menu, they must be added by following the steps below. Once an EAPIS manifest is saved, the crew member's documents will be saved and available on subsequent flights. To add a new crew member document:

1. Click **New Document**.
2. Select one of the supported document types.
 - Pilot License (required for pilots)
 - Passport
 - Permanent Resident Card
3. Enter the Document Number (required).
4. Enter the document's expiration date (if applicable).
5. Select the Country of Issuance (required).
6. Click **Add and Select**.



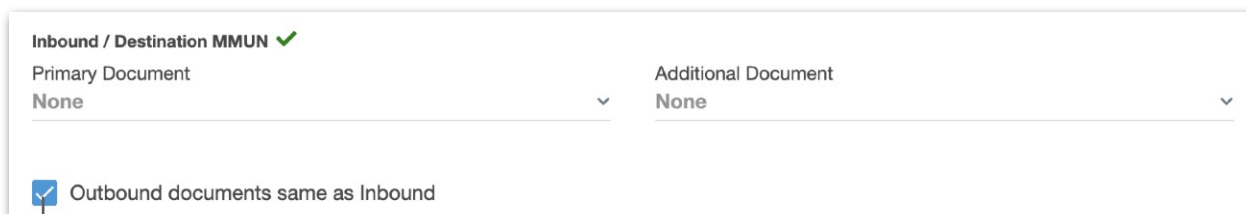
A screenshot of a form titled 'Add New Document'. It contains three input fields: 'Type' with a dropdown menu set to 'Passport', 'Document Number *' with the value '123456789', and 'Expiry Date *' with the value '06/05/2028' and a calendar icon. To the right of these is a 'Country of Issuance *' dropdown menu set to 'United States'. Below the 'Document Number' field is an 'Add and Select' button. To the right of the 'Country of Issuance' dropdown is a 'Remove' link.

Add New Document Menu

11. EAPIS

Outbound and Inbound Documents

The same documents are submitted to the departing and arriving nations' governing agencies by default. If a crew member has multiple documents and wants to submit different documents to each agency, deselect the "Outbound documents same as Inbound" checkbox.



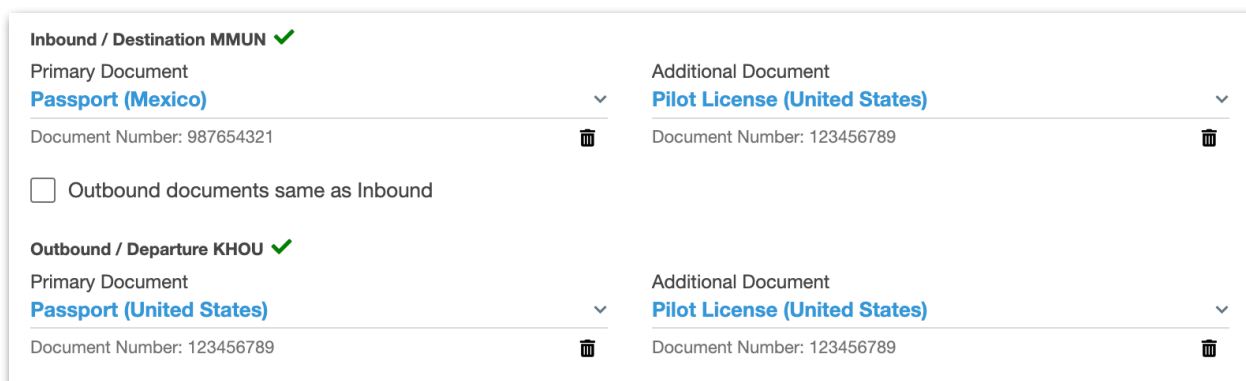
The screenshot shows a form for document selection. At the top, it says "Inbound / Destination MMUN" with a green checkmark. Below this, there are two dropdown menus: "Primary Document" and "Additional Document", both currently set to "None". At the bottom of the form, there is a checkbox labeled "Outbound documents same as Inbound" which is currently checked.

Deselect to choose different documents per agency

When the checkbox is deselected, individual outbound and inbound document menus are displayed, allowing flight planners to select the most appropriate document for the flight.

The image below is an example of a flight from Houston, Texas to Cancun, Mexico, with a pilot who holds dual citizenship. The flight planner has selected the pilot's Mexican passport for the Inbound (destination) leg and their United States passport for the Outbound (departing) leg.

A primary and additional document can be selected for each agency for all crew members.



The screenshot shows a more detailed view of the document selection interface. It is divided into two main sections: "Inbound / Destination MMUN" and "Outbound / Departure KHOU", both with green checkmarks. In the Inbound section, the "Primary Document" is "Passport (Mexico)" and the "Additional Document" is "Pilot License (United States)". Below these, the document numbers are listed: "Document Number: 987654321" for the primary and "Document Number: 123456789" for the additional. In the Outbound section, the "Primary Document" is "Passport (United States)" and the "Additional Document" is "Pilot License (United States)". Below these, the document numbers are listed: "Document Number: 123456789" for the primary and "Document Number: 123456789" for the additional. A checkbox labeled "Outbound documents same as Inbound" is present and is currently unchecked.

Different documents for outbound and inbound legs

11. EAPIS

11.6 Passengers

Passenger details are entered into the Passenger Editor by selecting **+ Add Passenger**. Passengers that have been entered into the editor previously are accessible from the **Select from existing contacts** menu. Formatting requirements for each passenger field are available on the following page.

Passengers

Select from existing contacts...

First Name *

Middle Name

Last Name *

Gender *

Date of Birth *

Country of Residence *

Country of Citizenship *

US Address ⓘ

Street Address *

City *

State *

Zip *

Inbound / Destination MMUN ✓

Primary Document

Additional Document

☒ Outbound documents same as Inbound

Type

Document Number *

Expiry Date *

Country of Issuance *

Add and Select

Remove

Passenger Editor

11. EAPIS

11.6.1 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.

11. EAPIS

Country of Residence

Required field. Use the drop-down menu to select the passenger's country of residence.

Country of Citizenship

Required field. Use the drop-down menu to select the passenger's country of citizenship.

U.S. Address

A U.S. address must be submitted when arriving or departing the United States. For passengers who reside within the United States, the U.S. address field should reflect their home/permanent address.

For passengers who reside outside the United States, the U.S. address field should reflect where they will stay (or did stay) during their visit in the United States.

The address 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.). Address

Documents

Two documents can be submitted per passenger (a primary and additional document). The Primary Document and Additional Document drop-down menus are used to select passenger documents.

Inbound / Destination MMUN ✓	
Primary Document	Additional Document
None	None

Passenger Primary and Additional Document Menu

11. EAPIS

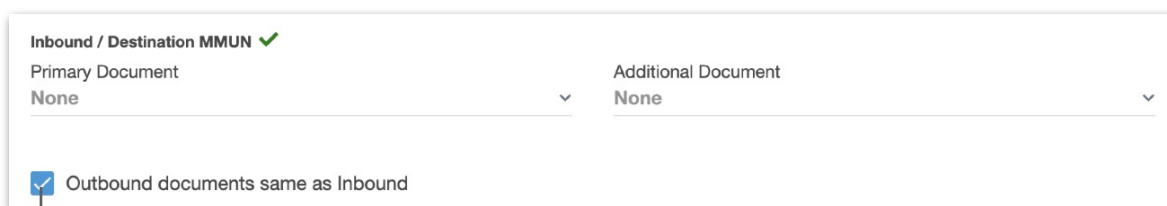
Adding Passenger Documents

If no documents are available in the drop-down menu, they must be added by following the steps below. Once an EAPIS manifest is saved, the passenger's documents will be saved and available to select from the "Select from existing contacts" menu on subsequent flights. To add a new passenger document:

1. Click **+Add Passenger** to open the Passenger Editor.
2. Click **New Document**.
3. Select one of the supported passenger document types.
 - Passport
 - Permanent Resident Card
4. Enter the Document Number (required).
5. Enter the document's expiration date (if applicable).
6. Select the Country of Issuance (required).
7. Click **Add and Select**.
8. Click **Save and Close** to finish adding the passenger to the flight.

Outbound and Inbound Documents

The same documents are submitted to the departing and arriving nations' governing agencies by default. If a passenger has multiple documents and wants to submit different documents to each agency, deselect the "Outbound documents same as Inbound" checkbox.



Deselect to choose different documents per agency

When the checkbox is deselected, individual outbound and inbound document menus are displayed, allowing flight planners to select the most appropriate document for the flight. Documents selected using the Inbound Documents menu are submitted to the arrival airport's governing agency and documents selected using the Outbound Documents menu are submitted to the departing airport's governing agency.

11. EAPIS

11.7 Submitting EAPIS

Once all fields have been completed, the manifest is ready to be submitted. Follow the steps below to submit EAPIS:

1. Verify the fields in 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 a successful submission to Mexico and the US. The background shows the EAPIS form with various fields filled out, including aircraft details, crew, and passengers. A map on the right side shows the flight route from KAU to KAH. The bottom status bar shows the EAPIS status as "Submitted".

Submission to Mexico

✓

Submission to US

✓

Details

Confirmation Id: EAPIS-EDU-13420818

Close

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

Mexico Manifest: Submitted

Confirmation Id: EAPIS-EDU-13420818

RELEASE STATUS

Not Released

EAPIS STATUS

Submitted

ATC STATUS

Not Filed

LAST CHANGE

view history

caitlin@foreflight.com

EAPIS successfully transmitted pop-up

EAPIS manifests are submitted to supported departing and arriving nations. It is impossible to exclude a supported nation when EAPIS is submitted with Dispatch.

EAPIS confirmation emails are sent to the email address of the flight planner; all assigned crew; and the email address associated with the 24/7 emergency contact. Once an EAPIS manifest is filed, manual coordination may be required with border authorities for changes.

11. EAPIS

11.7.1 General Declaration Form (GenDec)

The General Declaration form is automatically generated and added to the flight's files when EAPIS is submitted. The GenDec form can be downloaded, printed, or shared by selecting **GenDec** from the bottom of the EAPIS view.

Unsupported Nations - GenDec Form

When both the departure and destination nations do not support EAPIS, a standalone GenDec form can be generated for manual coordination.

IMPORTANT: Generating a GenDec form is not equivalent to submitting electronic passenger information.

To generate the GenDec form, follow the steps below:

1. Complete the EAPIS form as described earlier in this chapter.
2. Select **Review** near the bottom of the EAPIS view.
3. Review the EAPIS form for accuracy.
4. Select **GenDec** to generate a PDF copy of the form.

When generating a GenDec form for a flight to and from unsupported nations, a caution banner is displayed near the top of the EAPIS view.

Departure and Destination are not supported for eAPIS submission, but you can generate a standalone GenDec below.

GENERAL

Type *	Departure	Destination	ETD Date	ETD Time	ETA Time
Private ▼	CYYZ Info	EGLL Info	01/24/2023EST	3:20 PM EST	5:26 AM GMT
	Lester B Pear...	Heathrow			

EAPIS not supported Caution Banner

11. EAPIS

11.8 Amendments

EAPIS amendments are required when adding passengers or changing crew. Submitting an amendment is not required 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.

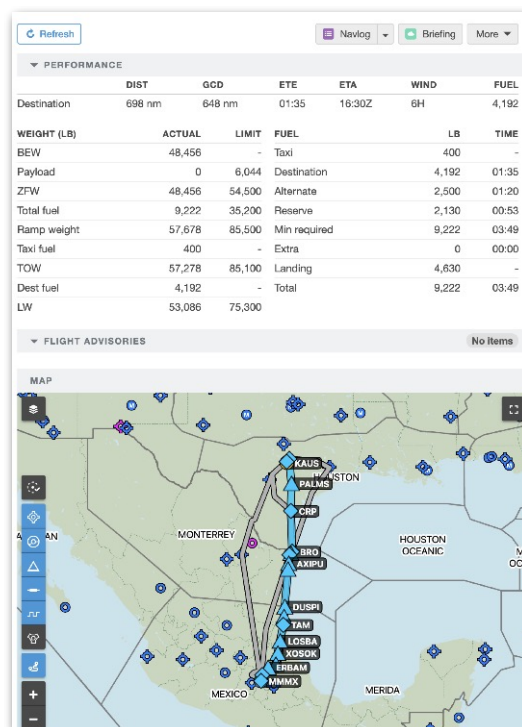
Once the original request is canceled, another manifest may be submitted. Acceptance and rejection emails are sent by US Customs and Border Protection. Other nations typically do not send acceptance or rejection emails.

FLIGHT SUMMARY

A Flight Summary 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.



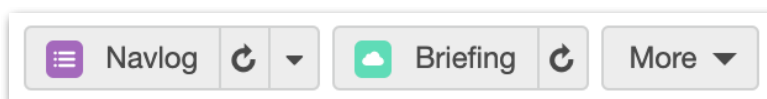
Flight Editor Views



Flight Summary

12.1 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

12. FLIGHT SUMMARY

12.1.1 Navlog

As depicted below, the Navlog button is dynamic and will update as navlogs are generated. Before a navlog is generated, the button serves two purposes:

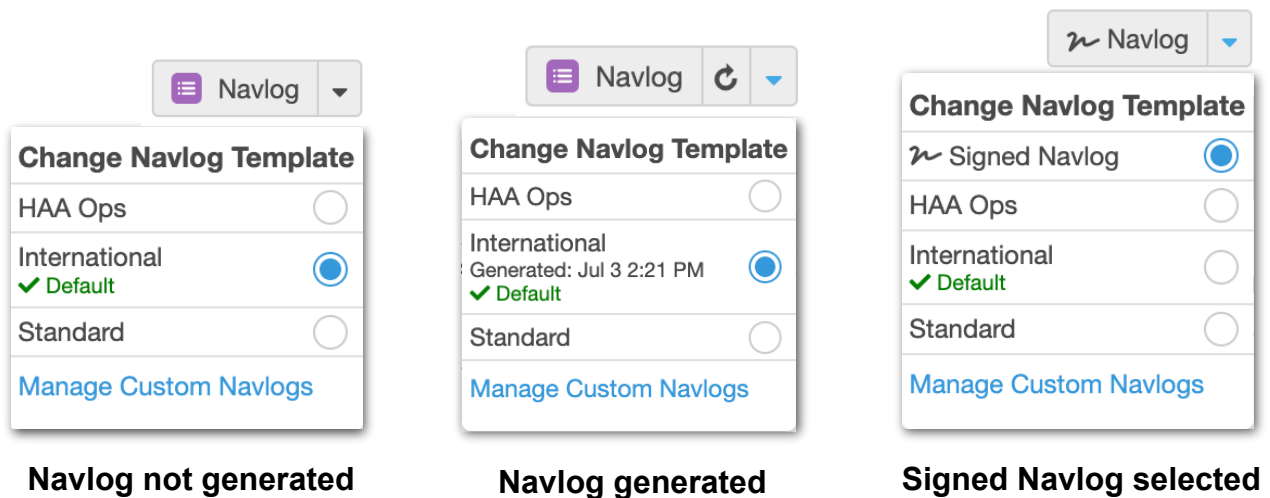
- The **down arrow** opens the template menu for selecting a navlog format.
- The **Navlog** button generates the navlog in the selected template.

Two prebuilt templates (International and Standard) are available by default. If **custom navlog** templates exist, they are listed above the prebuilt templates.

When a flight's active navlog has been signed in ForeFlight Mobile, it is listed at the top of the template menu. Additionally, when it is selected, the Navlog button is updated with a signature icon. See the **ForeFlight Mobile Pilot's Guide** in **Documents > ForeFlight > ForeFlight Mobile Pilot's Guide** for more information.

The **Manage Custom Navlogs** button at the bottom of the menu is available to administrator accounts and serves as a shortcut to the **Navlog Builder**.

Once a Navlog has been generated, a timestamp is depicted in the template menu. Click the refresh button to generate an updated navlog using the latest available data.



NOTE: Navlogs marked as outdated can be viewed for flights that have been archived.

12. FLIGHT SUMMARY

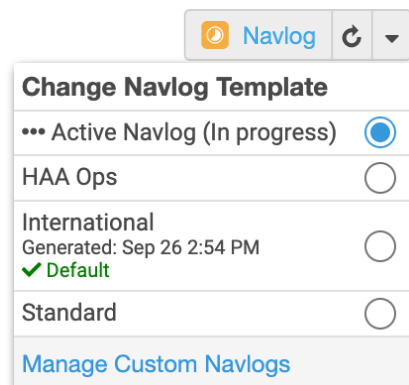
Active Navlog in Progress

If a crew has an Active Navlog in progress open in ForeFlight Mobile, it will display an icon on the Navlog button and also on the Flight page under status. The dispatcher can open the Active Navlog and follow the progress of the flight.

Active Navlog Oceanic Plotting

Oceanic Plotting requires a Dispatch account with Active Navlog activated. Oceanic Plotting is integrated with Active Navlog to track flight progress using ForeFlight Mobile devices.

A flight using the Active Navlog feature and showing the Active Navlog in Progress icon will have the progress updated and can be viewed in Dispatch by clicking on the **Navlog** button. Device connection limitations may not allow real-time updates. Review the Active Navlog and Active Navlog Oceanic Plotting chapters in the ForeFlight Mobile Pilots Guide for more information.



Active Navlog in Progress

12.1.2 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.

Briefings do not **auto-refresh** after the estimated time of departure. When reviewing an old flight, the briefing from when the flight was **archived** is the one that is made available.

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.

NOTE: Briefings marked as outdated can be viewed for flights that have been archived.

12. FLIGHT SUMMARY

12.1.3 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.

12. FLIGHT SUMMARY

12.2 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.

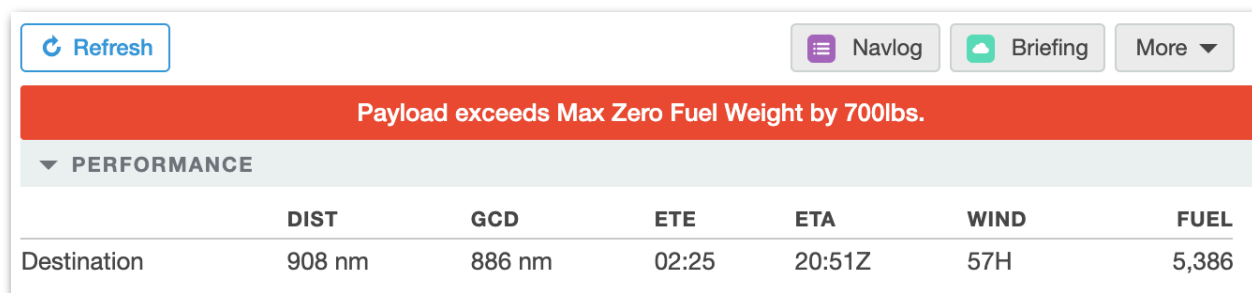
You can manually refresh the flight's calculations by clicking  **Refresh** to the left of the Flight Document buttons. Spinner animations may appear on the Route Map, Performance, and Refresh button while Dispatch is rerunning performance calculations to let you know that the refresh is occurring.

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.

12.3 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

12. FLIGHT SUMMARY

12.4 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 Flight Log row is only visible after a crew enters an Out, Off, On, or In (OOOI) time in the Active Navlog using ForeFlight Mobile. Refreshing the web page will synchronize with the pilot's mobile device and show current times.

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	877 nm	861 nm	02:37	18:37Z	43H	2,325
FLIGHT LOG	OUT	OFF	ON	IN		
	14:41Z	14:51Z	16:59Z	17:05Z		
WEIGHT (LB)	ACTUAL	LIMIT	FUEL	LB	TIME	
BEW	8,340	-	Taxi	100	-	
Payload	1,710	2,335	Destination	2,325	02:37	
ZFW ✓ WB	10,050	10,675	Alternate	0	00:00	
Total fuel	2,905	4,710	Reserve	480	00:35	
Ramp weight	12,956	14,070	Min required	2,905	03:12	
Taxi fuel	100	-	Extra	0	00:00	
TOW ✓ WB ✓ RWA	12,856	13,870	Discretionary	0		
Dest fuel	2,325	-	Landing	480	-	
LW ✓ WB ✓ RWA	10,530	12,750	Total	2,905	03:12	

Flight Summary - Performance Section

12. FLIGHT SUMMARY

12.4.1 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)

OOOI - Out, Off, On, and In times as reported by the crew

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.

12. FLIGHT SUMMARY


12.5 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)
- GRID MORA (Minimum Off Route Altitude) High terrain above 10,000' along route of flight
- 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

3 Items

**Low IFR Weather @ KHOU**
[View Forecasts](#)

**Destination NOTAMs**
Runway Closed 06L/24R
[View NOTAMs](#)

GRID MORA
High terrain above 10000' along route
between KDEN and KLAX

Low IFR, Destination NOTAM, and GRID MORA Flight Advisories

12.6 Interactive Route Map

To make the map larger, tap the **fullscreen** button 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.

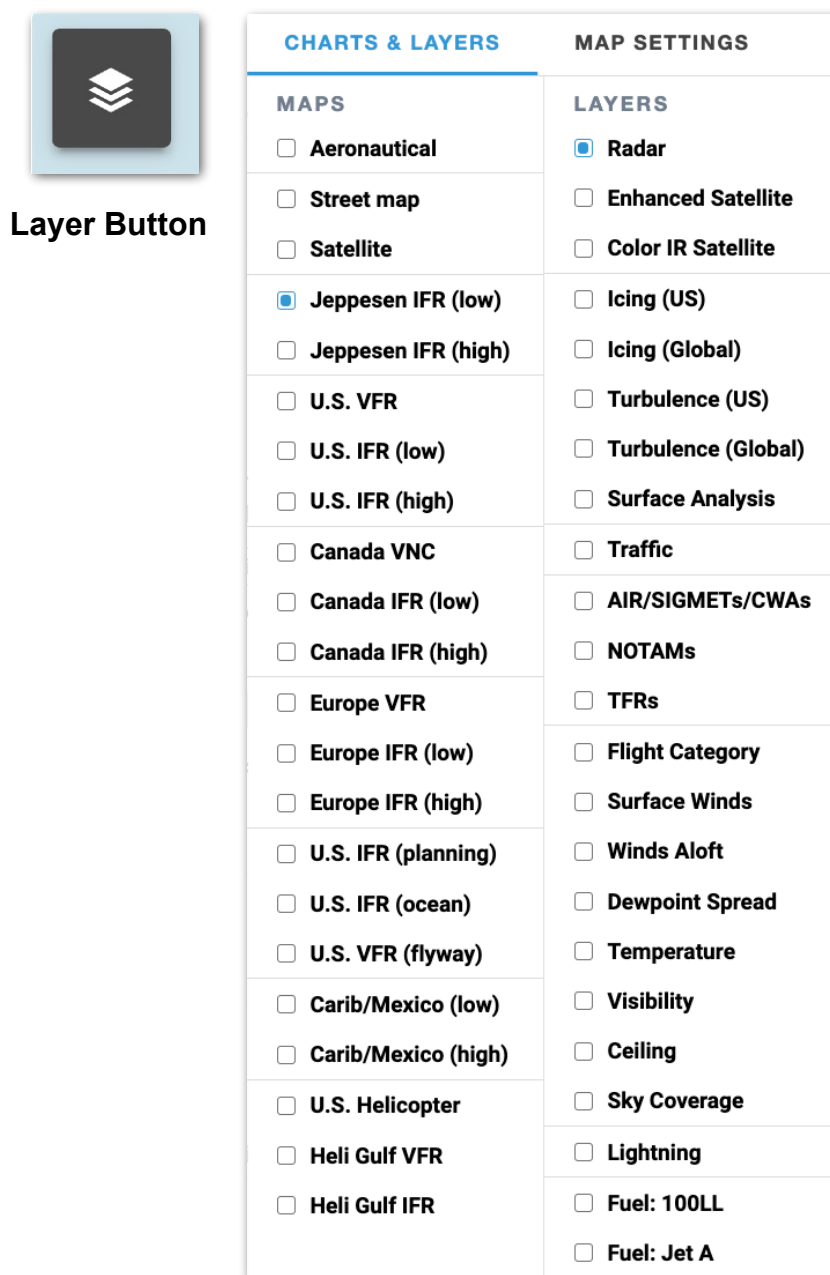


12. FLIGHT SUMMARY

12.6.1 Map Layers

The Layer Button in the top-left corner of the map displays the layer menu. This menu is used to select charts, traffic, fuel prices, weather information, and more for display on the map.

The layer menu is grouped into sections by thin horizontal lines. Each section can only display one selection at a time with the exception of the AIR/SIGMETs/CWAs, NOTAMs, TFRs, and Traffic section.



Map Layer Menu

12. FLIGHT SUMMARY

12.6.2 Map Settings

The Aeronautical map can be customized by selecting **Map Settings** from the top of the layer menu. Map settings are stored locally on your computer using browser cookies and persist between logins. Settings are grouped into collapsible sections. Only one section can be displayed at a time. Click any section to expand its contents.

- **Map Theme** customizes the appearance of the base-map.
- **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.
- **NOTAM Settings** control what types of NOTAMS are graphically displayed on the map.

CHARTS & LAYERS **MAP SETTINGS**

FOREFLIGHT MAP

Map Theme Light ☒ Dark

AERONAUTICAL

Airports ☒ Show Airports

CUSTOMIZE AIRPORTS

☐ Heliports

☒ Private Airports

☐ Seaplane Bases

☐ Other Fields

Airspace

Airways & Waypoints

ARTCC/FIR

Map Settings

12. FLIGHT SUMMARY

12.6.3 Map Layer Toggle Buttons

The left side of the interactive map contains buttons for toggling map features on and off. Hover the cursor over the button to reveal the button's purpose. A brief description of each button is also provided below.



Contingency Planning Toggle for displaying **Adequate Airport**, **ETOPS** range rings, and **ETP** information.

The following buttons toggle Aeronautical Map features on and off. The Aeronautical Map must be selected to view the changes.



Airport toggle for showing or hiding airport icons.



Airspace toggle for showing or hiding all airspace.



Waypoint toggle for showing or hiding waypoints.



Airway toggle for showing or hiding airways.



ARTCC toggle for showing or hiding airspace boundaries.



Navaid toggle for showing or hiding navigational aids.



Suggested routes are displayed on the map by default as grey lines. Click a suggested route to make it the active route. The *active* route is a blue line with route labels. To hide the suggested routes, click the suggested route toggle button (left).




The map can be zoomed in and out using standard mouse or trackpad actions. Alternatively, the plus and minus buttons can be used to zoom the map.

12. FLIGHT SUMMARY

12.6.4 Route Editing on the Map

The selected route (highlighted in blue) can be edited on the map using drag and drop, also called 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.



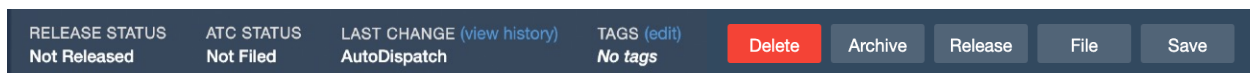
Drag and Drop Route Editing

12. FLIGHT SUMMARY

12.7 Flight Status Bar

The Flight Status Bar contains information about the flight's current status and has buttons to change that status. The left side of the status bar 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, **Archive**, Export, or Cancel the flight.



Flight Status Bar

12.7.1 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.

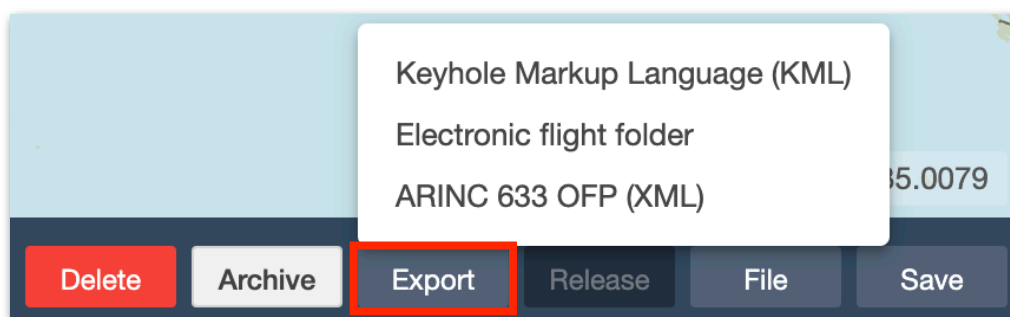
12. FLIGHT SUMMARY

12.7.2 Exporting Flights

Military

MFB Dispatch accounts with EFB Bridge privileges have the option to export saved flights in two file types.

- **Keyhole Markup Language (KML)** file will contain the route waypoints and ETA in ZULU time. The file will be saved to the user's download folder.
- **Electronic flight folder** file contains all flight documents and ARINC 633 flight data.
- **ARINC 633 OFP (XML)** file only contains ARINC 633 flight data in XML file format.



MFB Dispatch Export Options

EFB Bridge allows users to view flights that were planned with MFB Dispatch in other EFB programs.

To request EFB Bridge privileges, contact team@foreflight.com.

12. FLIGHT SUMMARY

12.7.3 Tags

Tags provide a method for quickly identifying flights with similar characteristics. For example, non-revenue, customer flights, training flights, etc.

Tags can be added by anyone on the account. Each flight can have multiple tags. Tags support letters, numbers, special characters, and additional **customizable attributes**. Tags are displayed on the **Flight Status Board** and in the **Navlog**.

Tags can be **added** using the Flight Status Board **Action Buttons** or the Flight Editor **Flight Status Bar**. When a new tag is added, it is automatically saved. Saved tags appear as users enter tag text.

TAGS	ACTIONS
LESS THAN 20 HRS TO MX ▼	Edit More ▼
STANDARD TAG ▼	Edit More ▼
VIP CLIENT ▼	Edit More ▼
NON REV	Edit More ▼
plan:0036	Edit More ▼
plan:0035 ▼	Edit More ▼
	Edit More ▼

Flight Status Board Tags and Action Buttons

Tag Character Limits

Individual tags have a 24 character limit. A maximum of 5,000 tag characters are supported per account. Tags that are not used for 60 days are automatically removed. Tags cannot be manually deleted.

Flight tags are automatically copied to subsequent flights when the **Next Flight** option is used. Flight tags can be filtered and searched on the **Flight Status Board**.

12. FLIGHT SUMMARY

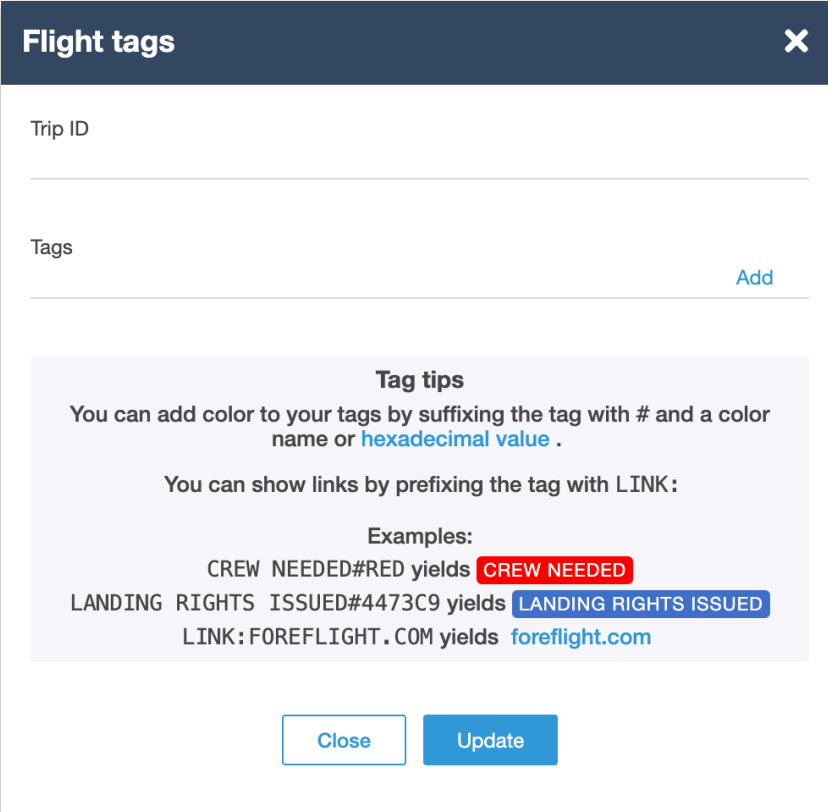
12.7.4 Adding Flight Tags

To add a flight tag using the Flight Editor:

1. Enter a destination and departure airport.
2. Click Tags ([edit](#)) near the bottom of the screen.
3. Using the Flight Tags Menu, manually add tags. Use the **Enter** key or click [Add](#) to add a tag to the flight.
4. After all tags have been added, click [Update](#) to complete.

To add a flight tag using the Flight Status Board:

1. Click the Flight Status Board **More Action Button**.
2. Using the Flight Tags Menu, manually add tags. Use the **Enter** key or click [Add](#) to add a tag to the flight.
3. After all tags have been added, click [Update](#) to complete.



The screenshot shows a modal window titled "Flight tags" with a close button (X) in the top right corner. Inside the modal, there is a "Trip ID" field and a "Tags" field. To the right of the "Tags" field is an "Add" button. Below these fields is a "Tag tips" section with the following text: "You can add color to your tags by suffixing the tag with # and a color name or [hexadecimal value](#) ." and "You can show links by prefixing the tag with LINK:". Under "Examples:", it shows "CREW NEEDED#RED" yielding a red tag, "LANDING RIGHTS ISSUED#4473C9" yielding a blue tag, and "LINK:FOREFLIGHT.COM" yielding a blue link. At the bottom of the modal are "Close" and "Update" buttons.

Flight Tags Menu

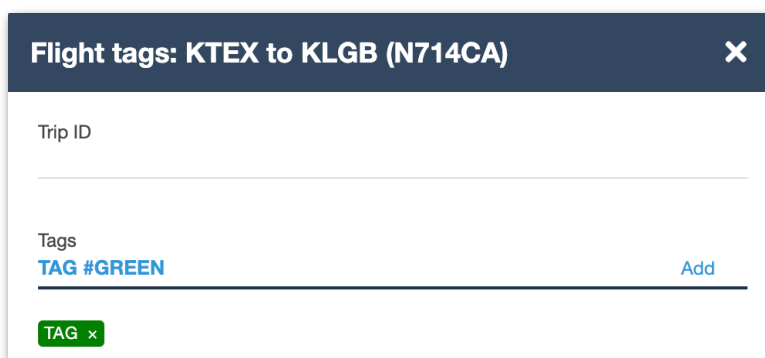
12. FLIGHT SUMMARY

12.7.5 Tag Customization Options

To help differentiate how tags appear in the **Flight Status Board**, the following customizations can be added. Custom tag attributes are specified while adding or editing tags and are saved for future flights.

Tag Colors

The color of a tag can be changed by appending **#COLOR** to the tag description. For example, “TAG #RED”, “TAG #GREEN”, or “TAG #ORANGE”. Alternatively, append the color’s hexadecimal value (e.g., TAG #00FF00) to change its color. After adding the tag, its user-specified color is displayed in the tag menu.

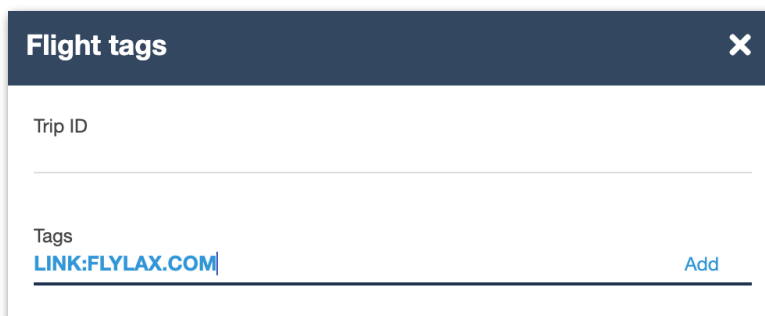


Adding Tag Colors

Tag Hyperlinks

Tag hyperlinks can be created by prefixing **LINK:** to a URL. For example, LINK:FLYLAX.COM. Clicking a tag with a hyperlink opens the website in a new browser window.

IMPORTANT: Do not add a space between “Link:” and the tag URL.



Adding a Tag Hyperlink

12. FLIGHT SUMMARY

12.7.6 Trip ID

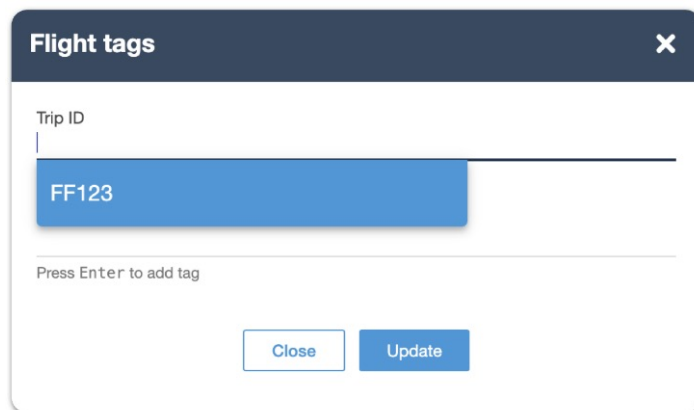
Trip ID provides a method for grouping flights within a trip. Trip ID supports letters, numbers, and special characters. Trip ID is an automated or user-generated value. Trip IDs are displayed on the Flight Status Board and the Navlog. To automatically generate Trip IDs, enable the **Auto Trip ID** setting.

12.7.7 Adding a Trip ID

To manually 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

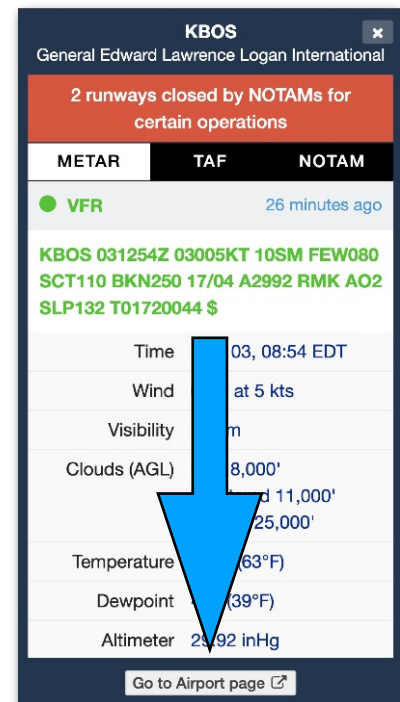
Trip ID Menu

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.

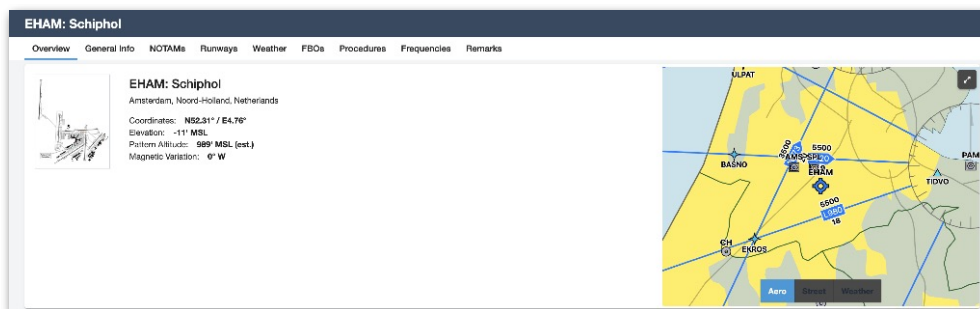
At the top of the Airport View is a toolbar of buttons allowing you to navigate directly to a specific section. A blue underline indicates which section is being viewed. Scroll up or down on the page to move from section to section, or use the toolbar buttons to navigate more quickly.



13.1 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

13. AIRPORT INFORMATION

13.2 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

OverviewGeneral InfoNOTAMsRunwaysWeatherFBOsProceduresFrequenciesRemarks

GENERAL INFO

Features

Type	AIRPORT	Operating Hours	All day, every day	Manager
IAPs Available	Yes	Fuel	100LL, Jet A-1+, 100LL, Jet A-1, B	Michael Conner
Magnetic Variance	6° E	Time Zone	America/Chicago	10801 Airport Blvd
Sectional	Dallas-Ft. Worth	Transition Altitude (MSL)	18000	Amarillo, TX 79111
FIR/ARTCC	Albuquerque (ZAB)	Customs Available	ADCUS	(806) 335-1671
Flight Service	Fort Worth (FTW)	Airport of Entry	Yes	Owner
Elevation	3607' MSL			City of Amarillo
Circuit altitude	4,607' MSL (est.)			PO BOX 1971
				AMARILLO, TX 79105
				(806) 378-3000

Airport Info - General Info

13.3 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

OverviewGeneral InfoNOTAMsRunwaysWeatherFBOsProceduresFrequenciesRemarks


NOTAMS

AIRPORTOBSTACLESARTCCTFR

Future


 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


 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

 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

 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

 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

 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

 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

Airport Info - NOTAMs

13. AIRPORT INFORMATION

13.4 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)

MALSRL: Medium-Intensity Approach Lighting System with Runway Alignment Indicator Lights

High Intensity

3,605.5 ft

22

Glidescope Indicator

4-light PAPI on left
(3° glide path)
'

Displaced threshold

Heading

Appr. lightning

Edge lightning

Elevation (Touchdown)

MALSRL: Medium-Intensity Approach Lighting System with Runway Alignment Indicator Lights

High Intensity

3,605.6 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)

311°M

None

High Intensity

3,601.0 ft

Airport Info - Runways

13.5 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 25

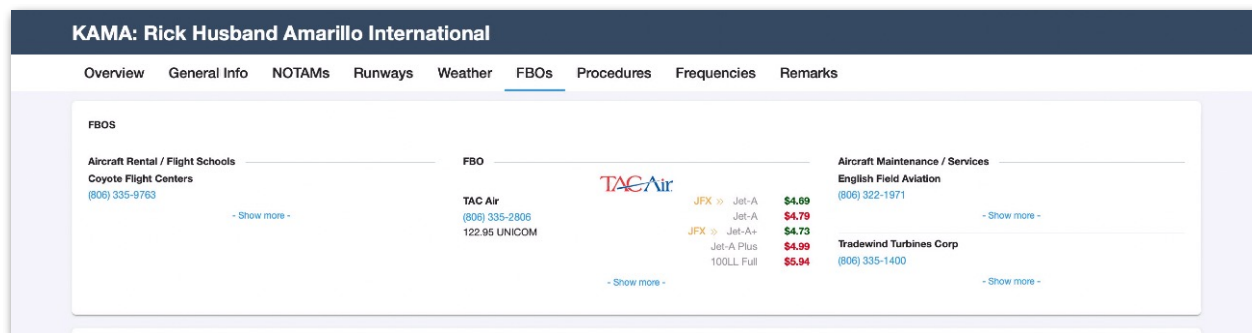
12:00 PM

Airport Info - Weather

13. AIRPORT INFORMATION

13.6 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

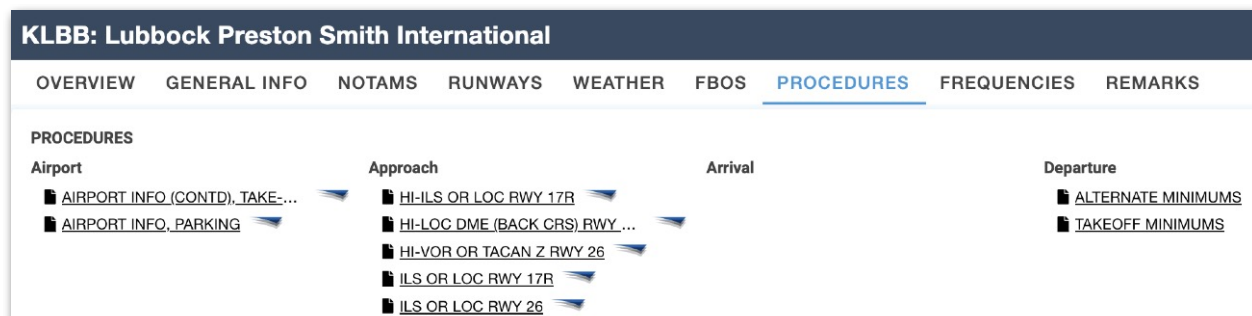
Aircraft Rental / Flight Schools	FBO	Aircraft Maintenance / Services
Coyote Flight Centers (806) 335-9763 - Show more -	TAC Air (806) 335-2806 122.95 UNICOM - Show more -	English Field Aviation (806) 322-1971 - Show more -
	JFX » Jet-A \$4.69 Jet-A \$4.79 JFX » Jet-A+ \$4.73 Jet-A Plus \$4.99 100LL Full \$5.94 - 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.

13.7 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.



KLBB: Lubbock Preston Smith International

OVERVIEW GENERAL INFO NOTAMS RUNWAYS WEATHER **FBOs** **PROCEDURES** FREQUENCIES REMARKS

PROCEDURES

Airport	Approach	Arrival	Departure
AIRPORT INFO (CONTD), TAKE-...	HI-ILS OR LOC RWY 17R		ALTERNATE MINIMUMS
AIRPORT INFO, PARKING	HI-LOC DME (BACK CRS) RWY...		TAKEOFF MINIMUMS
	HI-VOR OR TACAN Z RWY 26		
	ILS OR LOC RWY 17R		
	ILS OR LOC RWY 26		

Airport Info - Procedures

13. AIRPORT INFORMATION

13.8 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 (757) 464-1390
Radar	119.6				
Radar	124.825				

Airport Info - Frequencies

13.9 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.

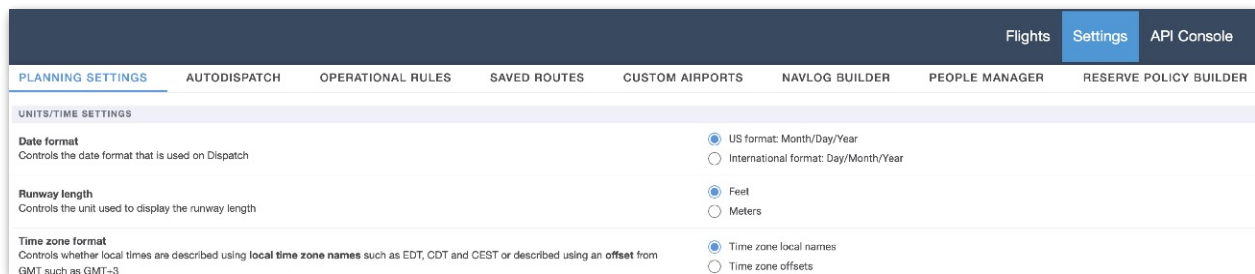
REMARKS

- 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

Dispatch settings are divided into seven sections. Each section is described in detail in this chapter. Only account administrators have access to settings. To adjust settings, select **Settings** from the upper toolbar and select a section from the navigation toolbar at the top of the screen.



14.1 Planning Settings

The Planning Settings tab contains settings that affect flight planning. Select **Settings > Planning Settings** and scroll to the appropriate section to modify behavior.

14.1.1 Units/Time Settings

The following settings are found in the Units/Time 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.

14. SETTINGS

14.1.2 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.

14.1.3 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.

14. SETTINGS

14.1.4 Briefing Report NOTAMS

NOTAM settings control which types of NOTAMS are included in a briefing. These settings apply to flights planned both with Dispatch and ForeFlight Mobile.

BRIEFING REPORT NOTAMS	
En-route airport NOTAM Controls if the briefing should include NOTAMS for automatically selected en-route airports along the route of flight	<input type="radio"/> Exclude <input checked="" type="radio"/> Include
FIR NOTAM Controls if the briefing should include FIR NOTAMS for all en-route FIRs	<input type="radio"/> Exclude all <input type="radio"/> Exclude US FIRs only <input checked="" type="radio"/> Include all
Miscellaneous NOTAM Exclude all purpose M NOTAMS (Not marked for preflight briefing) from the Briefing	<input checked="" type="radio"/> Include <input type="radio"/> Exclude
Narrow Route Filter Exclude all NOTAMS from the briefing that are outside of an 80 NM corridor from the center of the route	<input type="radio"/> Include <input checked="" type="radio"/> Exclude
Valid Time Filter Controls when the briefing should include all NOTAMS that are active near the time of flight	Active within 12 hours
Altitude Filter Specify an altitude buffer where the briefing will include all NOTAMS within it	Altitude buffer 5000 ft
Non-English Local Language NOTAM Exclude non English NOTAMS from the following countries from the Briefing: Turkey, Serbia, Slovenia, Poland, Italy, Portugal, and Slovakia	<input type="radio"/> Include <input checked="" type="radio"/> Exclude
FDC NOTAM Exclude all FDC NOTAMS except SID, STAR, IAP and ODP	<input type="radio"/> Include <input checked="" type="radio"/> Exclude

Flight Briefing NOTAM Settings

- **En-route airport NOTAM** controls if the briefing should include NOTAMS for airports within *25nm* of the route centerline. Select **Exclude** to disable en route airport NOTAMS for *all* flights. Select **Include** to enable airport NOTAMS within 25 nm of the route centerline for all flights. NOTAMS (and METAR/TAFs) are only included if the airport has at least one runway longer than the minimum runway length for the selected aircraft.
- **FIR NOTAM** controls if the briefing should include Flight Information Region (FIR) NOTAMS for en-route FIRs.

14. SETTINGS

- **Miscellaneous NOTAM** controls if NOTAMs not marked for preflight briefing are included. This feature is disabled by default. Miscellaneous NOTAMs are those with an ICAO NOTAM-purpose code of “M”.
- **Narrow Route Filter** determines how far from the route centerline a NOTAM must be to be included in the briefing. When enabled, NOTAMs within 80 nm are included. When excluded, only NOTAMs within 25 nm are included.
- The **Valid Time Filter** evaluates the time the flight is expected to be active and includes NOTAMs in the briefing that are active within the user-defined interval. The default interval is 12 hours. The minimum is zero and the maximum is 72 hours.
- The **Altitude Filter** evaluates the flight’s cruise altitude and flight level buffer. The default buffer is 5,000 ft (FL50). Only NOTAMS within the user-specified buffer above or below the flight’s cruise altitude are included in the briefing. For example, a flight briefing at FL300 with the default buffer will yield NOTAMs from FL250 to FL350.
- **Non-English Local Language NOTAM** controls if the briefing should include the following non English NOTAMs: Turkey, Serbia, Slovenia, Poland, Italy, Portugal, Slovakia.
- **FDC NOTAM** controls if terminal procedure NOTAMs issued by Flight Data Centers (FDC) should be included in the briefing. These NOTAMs are regulatory in nature.

14.1.5 Attachments

Attachment settings control which documents are automatically added to a Flight’s Files.

- **Attach WB Load Summary** automatically attaches the flight’s Weight and Balance Load Summary when the flight is released. If the Weight and Balance is updated with Dispatch, the updated Load Summary will automatically replace the existing Load Summary in the Flight’s Files when the flight is saved. If the Weight and Balance is updated using ForeFlight Mobile, the Load Summary will not be updated in the Flight’s Files. This setting is enabled by default.
- **Attach DD1801** (MFB only) automatically attaches the flight’s DD1801 filing form when a flight plan is filed.

14. SETTINGS

14.1.6 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. Messages are included for routes that intersect an FIR containing a NAT Track. Choose between Off or direction(s) of flight. Dispatch automatically limits these messages to the track system most relevant for the flight (e.g., NATS, PACOTS, or AUSOTS).
- **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.

14.1.7 FMS

FMS Uplink/Recall specifies if the uplink recall number should be generated when the flight is saved, when the flight is filed, or when 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

Filed Route allows filing a different route than the flight planned route. The filed route of a flight can be modified in the ATC Data tab when **Allow** is selected.

Enable WIFS upload (Select MFB Function) adds functionality to generate a SITA message that can be sent to WAFS Internet File Service (WIFS).

14. SETTINGS

14.1.8 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 KIAH	Destination KSDL	ETD 17:50 CDT / 2250Z	ETA 17:53 MST / 0053Z	Status 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	
						OUTAGE DURATION	
Departure	KIAH	GEORGE BUSH INTCNTL/HOUSTON	2021-06-23 22:50Z	22:35Z - 00:35Z	TERMINAL (RNP 1.00)	No Outages Predicted	
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	

Advanced RAIM Availability Report

NOTE: RAIM is only available 72 hours prior to the estimated departure time.

14. SETTINGS

14.1.9 Contingency Planning

- **Adequate Airports Auto-select by default** determines whether the **Adequate Airports** “Auto select” toggle is on or off by default.
- **ETOPS Entry Exit**, when enabled, includes ETOPS entry and exit points in the Navlog.

14.1.10 Trip IDs & Tags

Auto Trip ID adds a tag to the flight when it is saved. The tag contains the text “plan:” followed by a four-digit, auto-incremented number (e.g. plan:0381).

14.1.11 Weight Balance Load Summary

The **Include Dispatcher Signature** setting adds a field to the Weight & Balance Load Summary for dispatchers to manually sign and date the form.

14.1.12 Fuel Policies

Allow users to change reserve fuel policy per flight determines whether or not pilots can select a reserve policy other than the one specified in the aircraft profile. When set to **Restrict**, the **Advanced Fuel Options** are disabled and flights are **released** in read-only mode.

14.1.13 Routes

Automatic Cruise Level Adjustment, when toggled On, will automatically adjust the cruise level to ensure legal compliance with regulatory cruise altitudes.

14.1.14 Warnings

The **Altitude Warning** when selected On will warn the crew if the filed altitude is not a cruise altitude based on applicable regulations. The warning will be displayed at the top of the Flight Summary section.

14.1.15 People Planning

The People Planning section specifies default weights and weight units.

- **Weight Unit** determines whether occupant weights are entered using pounds or kilograms.
- **Crew and Passenger Average Weights** specifies the default average weight for crew and passengers.

14. SETTINGS

- **Load Summary Weight Label** controls if the Load Summary uses the labels “mass” or “weight”.
- **Weight & Balance Envelope Curtailment Settings** controls how much the standard weight deviates when weight & balance curtailment is enabled. See [Curtailment Options](#) for additional information.

14.1.16 Crew Capabilities

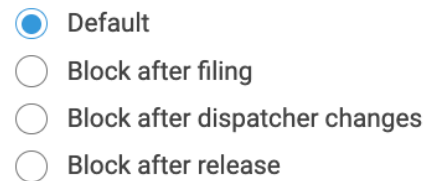
- **Release mode** controls if the crew should be allowed to change or update the flight using ForeFlight Mobile.
- **Lock release mode** controls if Dispatchers can change the release mode.
- **Require organization login to view release email attachments** controls whether flight attachments can be 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.

14.1.17 Scheduling Integration

API Update Mode controls when associated scheduling integrations are blocked from making changes to flights.

The following settings can be selected:

- **Default** lets ForeFlight Dispatch determine when changes are allowed and when they are blocked. The default allows pilots and dispatchers to manually change the following flight data without blocking out the

A screenshot of a settings dialog box titled "API Update Mode Options". It contains four radio button options: "Default" (which is selected), "Block after filing", "Block after dispatcher changes", and "Block after release".

<input checked="" type="radio"/>	Default
<input type="radio"/>	Block after filing
<input type="radio"/>	Block after dispatcher changes
<input type="radio"/>	Block after release

API Update Mode Options

14. SETTINGS

scheduling system:

- Runway Analysis
- Weight & Balance
- Refresh performance
- Refresh Navlog/Briefing.
- **Block after filing** - After a flight is filed, all schedule changes will be blocked.
- **Block after dispatcher changes** - After a dispatcher makes changes to a flight, all schedule changes will be blocked.
- **Block after release** - After a flight is released, all schedule changes will be blocked.

NOTE: When using the default mode, some scheduling integrations may forcibly update the flight even if a pilot or dispatcher has made manual changes.

14.1.18 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.
- **Flight deletion** controls who is allowed to delete flights. Choices are **All** or **Admins Only**. The default setting is **All**.
- **SID/STAR Selection** allows the user to select the **Shortest** or **Longest** distances for SID/STAR route planning. The shortest/longest SID/STAR will be suggested in the Recommended Route. The flight plan will still be calculated with the shortest transition/approach connected to the SID/STAR. The setting defaults to **Shortest**.
- **Custom Takeoff & Landing Weight Options**, when enabled, shows a section, **Advanced Weight Options**, on the flight page with options for providing per-flight weight limits for takeoff and landing.

14.1.19 Flights Export

Flights Export allows account administrators to export a CSV file of all flights in the selected month and year. Enter the month and year, and click the [Download CSV](#) button to generate a report.

14. SETTINGS

14.2 AutoDispatch

PLANNING SETTINGS	AUTODISPATCH	OPERATIONAL RULES	SAVED ROUTES	NAVLOG BUILDER	PEOPLE MANAGER	RESERVE POLICY BUILDER
AUTO REFRESH SETTINGS						
Auto Refresh Refresh released flights departing within the next 24 hours. Refreshing flights helps to ensure the fuel burn, time figures, briefing, and navlog are up to date. Flights are refreshed periodically as new weather data becomes available.		<input type="radio"/> Off <input checked="" type="radio"/> On				
Stop Refresh How many hours prior to estimated time of departure Dispatch stops Auto Refreshing the flight.		Stop (hours) 24				
AUTO RELEASE SETTINGS						
Auto Release If enabled, Dispatch will automatically release all flights with a specified PIC and licensed aircraft.		<input type="radio"/> Off <input checked="" type="radio"/> On				
Release at How many hours prior to estimated time of departure Dispatch will release the flight.		Hours prior 24				
AUTO ARCHIVE SETTINGS						
Auto Archive If enabled, Dispatch will automatically archive flights 48 hours after scheduled time of departure.		<input type="radio"/> Off <input checked="" type="radio"/> On				
Archive only filed flights Determines if all flights are automatically archived, or only filed flights.		<input type="radio"/> All <input checked="" type="radio"/> Only filed				
AUTO ROUTE SETTINGS						
Auto Routing If enabled, Dispatch will automatically assign an optimized route to new flights that do not yet have a route.		<input type="radio"/> Off <input checked="" type="radio"/> On				
Start optimizing at How many hours prior to estimated time of departure Dispatch will start generating optimized routes for a flight.		Hours prior 24				

AutoDispatch Settings

AutoDispatch customizes how flights are updated and released.

14.2.1 Auto Refresh Settings

There are two Auto Refresh settings:

- **Auto Refresh** updates flights hourly with the latest data. When this setting is disabled, the flight reflects data that was available when the flight was saved. To refresh a flight more often than once an hour, pilots can manually refresh the flight (using Dispatch or ForeFlight Mobile).
- **Stop Refresh** is only available when the Auto Refresh setting is enabled. This setting determines when the automatic hourly refresh stops. The minimum value that should be set is one.

NOTE: Auto refresh only updates a flight's planning data, briefing, and navlog. Auto refresh does not change a flight's route.

14. SETTINGS

14.2.2 Auto Release Settings

- **Auto Release** automatically releases all flights with a specified PIC and licensed aircraft. Once a flight is released, the crew and flight watchers (if applicable) receive email notifications, and the flight becomes available in ForeFlight Mobile.
- The **Release at** option is active only when the Auto Release setting is turned on. This setting determines the number of hours before the estimated departure time that Dispatch will automatically release the flight. The default release time is set to 24 hours. For saved flights, the Auto Release will occur at the specified Release at time.

14.2.3 Auto Archive Settings

There are two Auto Archive settings:

- The **Auto Archive** setting automatically archives select flights 48 hours after the flight's ETD.
- The **Archive only filed flights** setting is only available when the Auto Archive setting is enabled. This setting determines if all flights or if only flights that have been filed should be archived.

NOTE: See [Archived Flights](#) for more information.

14.2.4 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.

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.

14. SETTINGS

14.3 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... AFTN address Alternate Avoid Country Avoid Custom Shape Avoid FIRs Avoid controlled airspace Avoid restricted airspace Collision

is Remove

Cancel Add Rule

Creating an Operational Rule

14. SETTINGS

14.3.1 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.

Create a new rule [X]

Set rule parameters

Rule Type: **Destinati...** Rule Name: **Automatic FBO Selection** [Enabled]

If **Destination** is **KPHX**
Phoenix Sky Harbor International

If **Aircraft type** is **C510** [Remove]

[+ Add condition](#)

Then

Set Destination FBO to **Cutter Aviation PHX**

Rule preview

If Destination is KPHX and Aircraft type is C510 then set Destination FBO to Cutter Aviation PHX

[Cancel] [Add Rule]

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.

14. SETTINGS

14.3.2 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**)

14. SETTINGS

Operational Rule Definitions

Operational rules and the actions that prompt checks are described below.

Rule Type	Definition	Trigger
Adequate Airport Filter	Allows the flight planner to filter searches for Adequate Airports by approach, airport facility, rescue and fire fighting, and minimum runway length. Auto select can be toggled on to automatically search for Adequate Airports that meet the filter criteria.	Condition
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 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 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

14. 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 Special Use Airspace	Allows the flight planner to specify special use airspace that should be avoided when certain conditions are met. Specify the Type of Airspace followed by the Special Use 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
Max Altitude	Allows the flight planner to set the maximum altitude/ FL based on the total distance of the route of flight.	Condition

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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 when certain criteria is met.	Condition
Taxi Minutes	<p>Allows the flight planner to specify taxi fuel in minutes. Taxi fuel consumption rate is based on the aircraft profile's Start/Taxi/Takeoff value. Aircraft Start/Taxi/Takeoff fuel is equal to ten minutes taxi time.</p> <p>For example, an aircraft with a Start/Taxi/Takeoff fuel value of 100 lbs adds 200 lbs of fuel when this rule is applied and Set Taxi minutes to is equal to 20 minutes.</p>	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

14. SETTINGS

14.3.3 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 All	Filter by Condition Type All	Filter by Status All	Filter by Condition Value	Free Search
Add Rule				
RULE TYPE ↓	RULE NAME	CONDITIONS	RULES	
AFTN address	Houston AFTN	If Destination is KIAH	then add AFTN address(es) EWFGSDFG	<input checked="" type="checkbox"/> Edit Delete
Alternate	Hobby Alternate	If Departure is KCXO	then add Alternate(s) KHOU with DCT routing mode	<input type="checkbox"/> Edit Delete
Alternate	Newark Alternate	If Destination is KLGA	then add Alternate(s) KEWR with DCT routing mode	<input checked="" type="checkbox"/> Edit Delete

Enabled/Disabled
Rule Icon

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.

14. SETTINGS

14.4 Saved Routes

Dispatch offers flight planners the ability to save routes. Saved routes can be viewed and edited by selecting **Settings > Saved Routes**.

14.4.1 Adding a Saved Route

To add a route, open the Flight Editor and click the save icon next to the Selected Route. After clicking the save icon, 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.

14.4.2 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.

14.4.3 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.

14.4.4 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	PEOPLE MANAGER	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

14. SETTINGS

14.4.5 Bulk Importing Saved Routes

Multiple routes can be imported using a bulk file transfer. The file must be formatted as a Comma Separate Value (CSV) file. CSV files can be created with spreadsheet programs like Microsoft Excel, Google Sheets, or Apple Numbers.

Creating CSV Files

Saved Route CSV files must follow the formatting rules defined in this section. CSV files should include the following fields and should not include the column headers. Each column defines one of the route fields.

Route Name	Departure	Destination	Route
------------	-----------	-------------	-------

Saved Route CSV file fields

When creating a CSV file, each route is defined on one row. There's no limit to the number of rows a file can contain. To create a route CSV file for bulk import:

1. Open a new spreadsheet with your preferred program.
2. Add a single sheet with four columns.
3. Add enough rows for the number of routes in the file.
4. Fill in the sheet with the data.
5. Save the file using a .csv extension.

IMPORTANT: Multiple files can be imported to populate the Saved Route list. If a file contains a Route Name that is duplicated, the file import will be rejected.

14. SETTINGS

Naming Saved Route CSV Files

The Saved Route CSV has no naming conventions but must be a CSV file. As an example, a file could be named “routelist.csv.”

Importing Files

To import a CSV into Saved Routes, follow these steps:

1. Select **Dispatch > Settings**.
2. Click **SAVED ROUTES** from the top menu to display the Saved Routes list.
3. Click the **Import Routes** button.
4. Drag and drop files or browse the computer for the file to import.
5. Click the **Save Routes** button to add to the Saved Route list.

Import Routes

CSV files should conform to the following pattern and not contain a header row. All fields are required.
Route name,Departure,Destination,Route

+

Drop files here or click to browse

Choose Files	Route List.csv			
Route1	KBOS	KRDU	PATSS7 PATSS NELIE Q75 GVE MELTN ALDAN4	
Route2	KBOS	KCLT	PATSS7 PATSS NELIE Q75 GVE LYH CHSLY5	
Route 101	KBOS	KCLT	KMYR	PATSS7 PATSS NELIE Q75 GVE LYH CHSLY5
Route3	KBOS	KMYR	SSOXS7 SSOXS Q167 RIFLE HEADI Q97 PAACK WYLMS	
Route4	KBOS	KFAY	PATSS7 PATSS NELIE Q75 GVE SBV RDU	

Example CSV File Entry

CancelSave Routes

Bulk Importing CSV File to Saved Routes

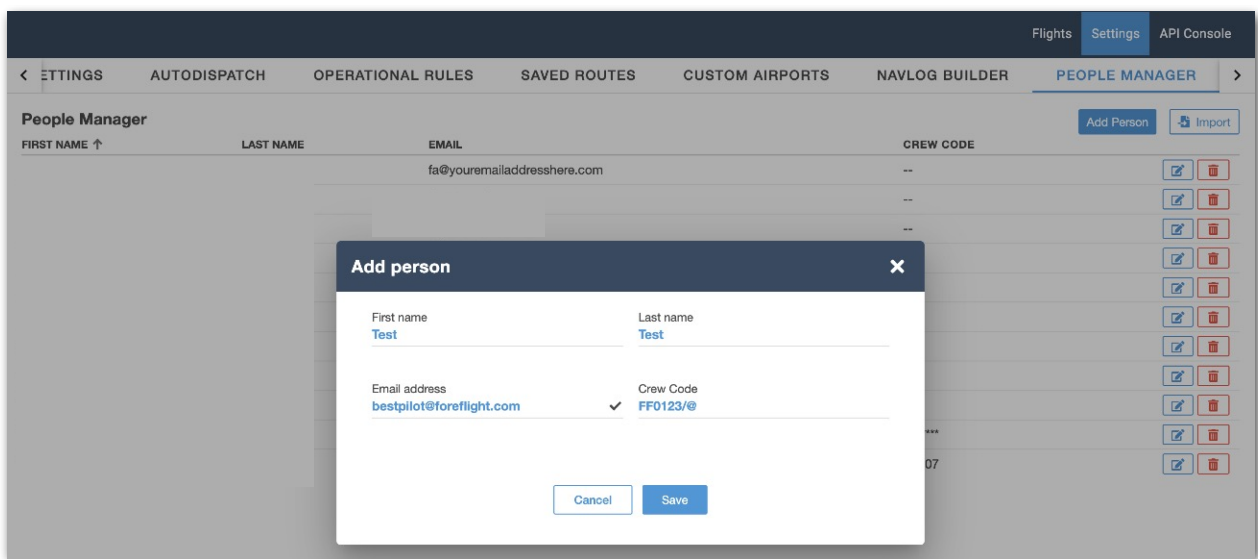
14. SETTINGS

14.5 Custom Airports

Custom Airports can be found in the [Custom Content](#) section.

14.6 People Manager

The People Manager setting allows administrators to add, edit, and delete crew members not part of the ForeFlight organization. This feature is primarily intended for [ad-hoc](#) crew members who regularly fly for the organization. When a person is added to People Manager, they become selectable crew members when planning flights. See [ad-hoc](#) for more information.



People Manager Page

14.6.1 Adding People

To add a single person to People Manager, select **Settings > People Manager**, and click **Add Person**. In the pop-up that appears, enter their First name, Last name, Email address, and Crew Code if applicable.

14.6.2 Editing People

To edit a person, click the [Edit](#) button and adjust their name or email address as required. When complete, click the [Save](#) button.

14.6.3 Deleting People

To delete a person, click **Delete**. Once a person is deleted, they will no longer be selectable when planning a flight.

14. SETTINGS

14.6.4 Bulk Importing People

Multiple people can be imported using a bulk file transfer. The file must be formatted as a Comma Separate Value (CSV) file. CSV files can be created with spreadsheet programs like Microsoft Excel, Google Sheets, or Apple Numbers.

Creating CSV Files

People CSV files must follow the formatting rules defined in this section. CSV files should include the following fields and should not include the column headers. Each column defines one of the people fields.

First Name	Last Name	Email	Crew Code
------------	-----------	-------	-----------

People CSV file fields

When creating a CSV file, each person is defined on their own row. There's no limit to the number of rows a file can contain. To create a people CSV file for bulk import:

1. Open a new spreadsheet with your preferred program.
2. Add a single sheet with four columns.
3. Add enough rows for the number of user waypoints in the file.
4. Fill in the sheet with the data.
5. Save the file using a .csv extension.

IMPORTANT: Use a single CSV file to import people. Using multiple files could result in duplicate entries, as each file will be uploaded with all its data.

Orville	Wright	owright@test.co	FF0001
Wilbur	Wright	wwright@test.co	FF0002
Robin	Olds	rols@test.co	FF0003

Example CSV File Entry

14. SETTINGS

Naming People CSV Files

The People CSV has no naming conventions other than it must be a CSV file. As an example, a file could be named “crewmember.csv.”

Importing Files

To import a CSV into People Manager:

1. Select **Dispatch > Settings**.
2. Click **PEOPLE MANAGER** from the top menu to display the People Manager list.
3. Click the **Import** button.
4. Drag and drop files or browse the computer for the file to import.
5. Click the **Save People** button to add to the People list.

Import People

CSV files should conform to the following pattern and not contain a header row:
firstName, lastName, email

+

Drop files here or click to browse

Choose Files

Employee_list.csv

FIRST NAME	LAST NAME	EMAIL
Thomas	A....	...mes@test.co
G	G	bbons@test.co

Cancel

Save People

Import People Pop Over

14. SETTINGS

14.7 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, under 'Prebuilt Layouts', the 'International' layout is selected with a green checkmark. Below it are 'Standard' and 'Custom' sections. The 'Custom' section has buttons for '+ New Layout' and 'Import'. On the right, the 'International' layout is displayed with the following details:

- Flight Tags:** TripID: FF42, Tags: Transatlantic flight
- Flight summary - Style 2:** ETE 7h20m, Distance 3431NM, Avg Wind 3kt head (248°/014), ETD 16:44 CET / 1544Z, ETA 18:55 EST / 2355Z, Avg TAS 470kt, Altitude FL430, ETOPS Time 120 min
- Dispatcher Notes:** Lorem ipsum dolor sit amet, consectetur adipiscing elit. Maecenas semper eros lorem, non ultricies nisi interdum vel.
- Route:** GOLGA LAPMA L621 TUKMUJ BADAB GUNPA/M083F400 62N010W BREKI/M083F430 62N030W 61N040W 59N050W DORYY/N0486F430 COVAN IGN
- RAIM (5° Mask, With Baro-aid):** ✓ RAIM: No outages predicted

Settings - Navlog Builder

14.7.1 Navlog Types

Navlogs are grouped on the left side of the screen under the Prebuilt Layouts and Custom sections.

Prebuilt Navlogs

Prebuilt Navlogs do not require any setup, however, they also cannot be edited. There are two Prebuilt Navlog formats (International and Standard).

Custom Navlogs

Custom Navlogs allow flight departments to specify the content and layout of the Navlog using the editor on the right side of the screen. Custom Navlogs can be created from scratch, imported, and exported. The International and Standard prebuilt Navlogs can also be copied to Custom Navlog and edited.

14. SETTINGS

14.7.2 Building Custom Navlogs

Custom Navlogs can be imported or built from scratch.

Building a Navlog from scratch:

To build a new custom Navlog from scratch:

1. Select **Settings** > **Navlog Builder** > **+ New Layout**.
2. Enter a name for the custom Navlog and select **Save**.
3. Above the Navlog Builder, select **+ Add Blocks** or click anywhere in the builder 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 to be 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 to meet 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, set as default, and exported using the **More** menu.

Editing a Prebuilt Navlog

The Standard and International Navlogs cannot be edited, however, they can be copied. Copied Navlogs are saved as Custom Navlogs where they can be edited.

To edit a Prebuilt Navlog:

1. Click **More** > **Copy** for either the Standard or International Navlog.
2. Enter a name for the new copy of the Navlog and select **Save**.
3. The new Custom Navlog is loaded into the Navlog Builder.
4. Manually edit the Navlog as desired.
5. Once all edits are complete, select **Save**.

14. SETTINGS

14.7.3 Exporting and Importing Custom Navlogs

Custom Navlogs can be exported and shared with other Dispatch customers.

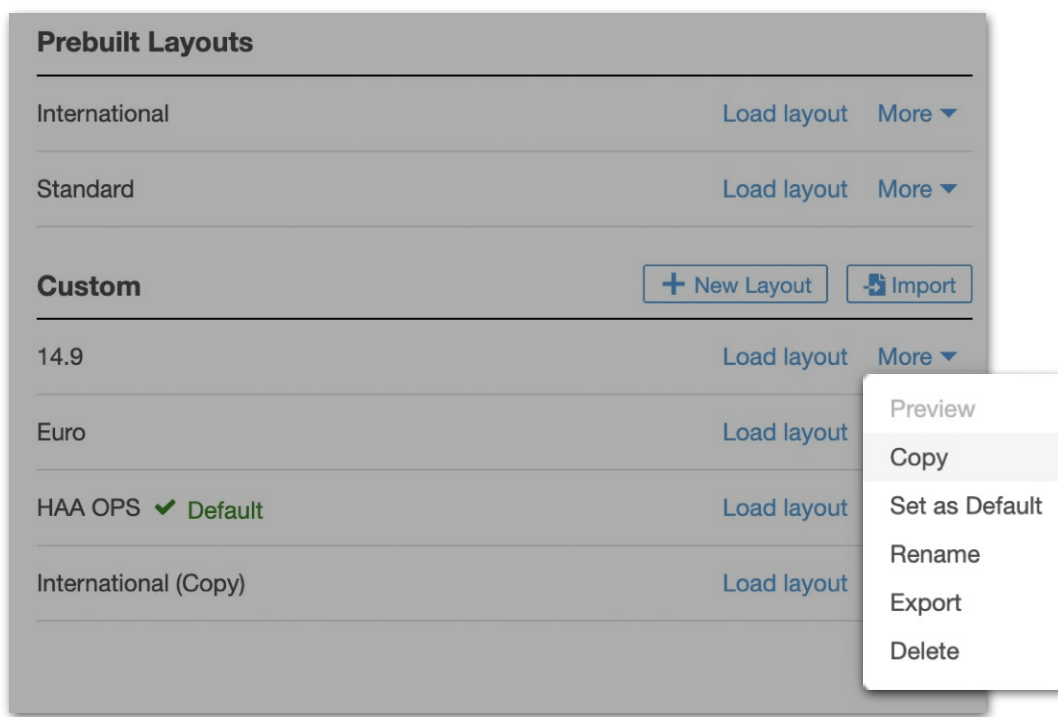
To export a Custom Navlog:

1. Click the Custom Navlog **More** menu and select **Export**.
2. The Custom Navlog (.fnf) file is automatically saved to your computer.
3. Locate the downloaded file on your computer and share via mail or other filing-sharing service.

To import a Custom Navlog:

1. Click **Import**.
2. Select the (.fnf) Navlog file from your computer's file browser.
3. Provide a name for the Custom Navlog.
4. Click **Save**.

Once an imported Navlog is saved, it is added to your list of Custom Navlogs and can be previewed, set as the default Navlog, copied, renamed, exported, and deleted with the **More** button.



Custom Navlog More Menu

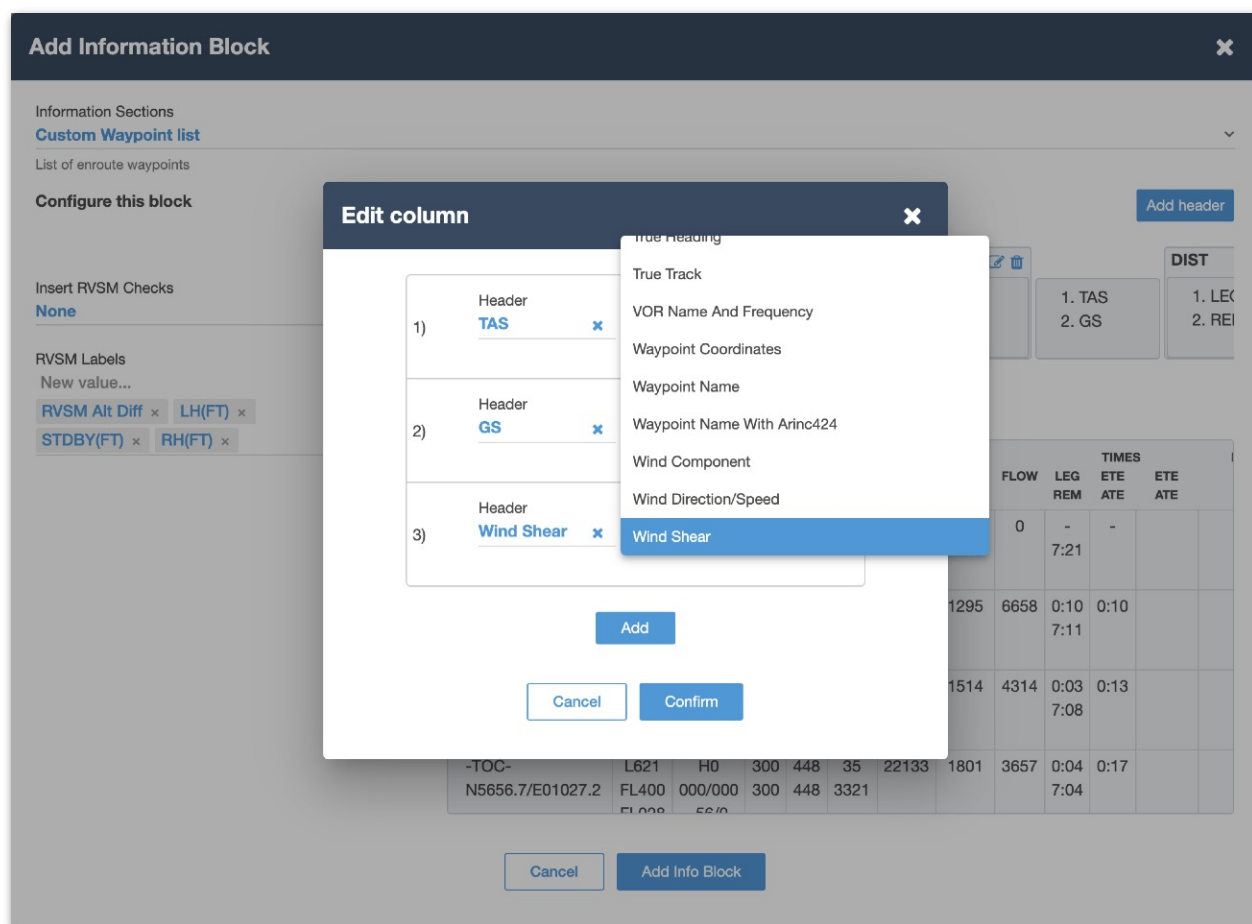
14. SETTINGS

14.7.4 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

14. SETTINGS

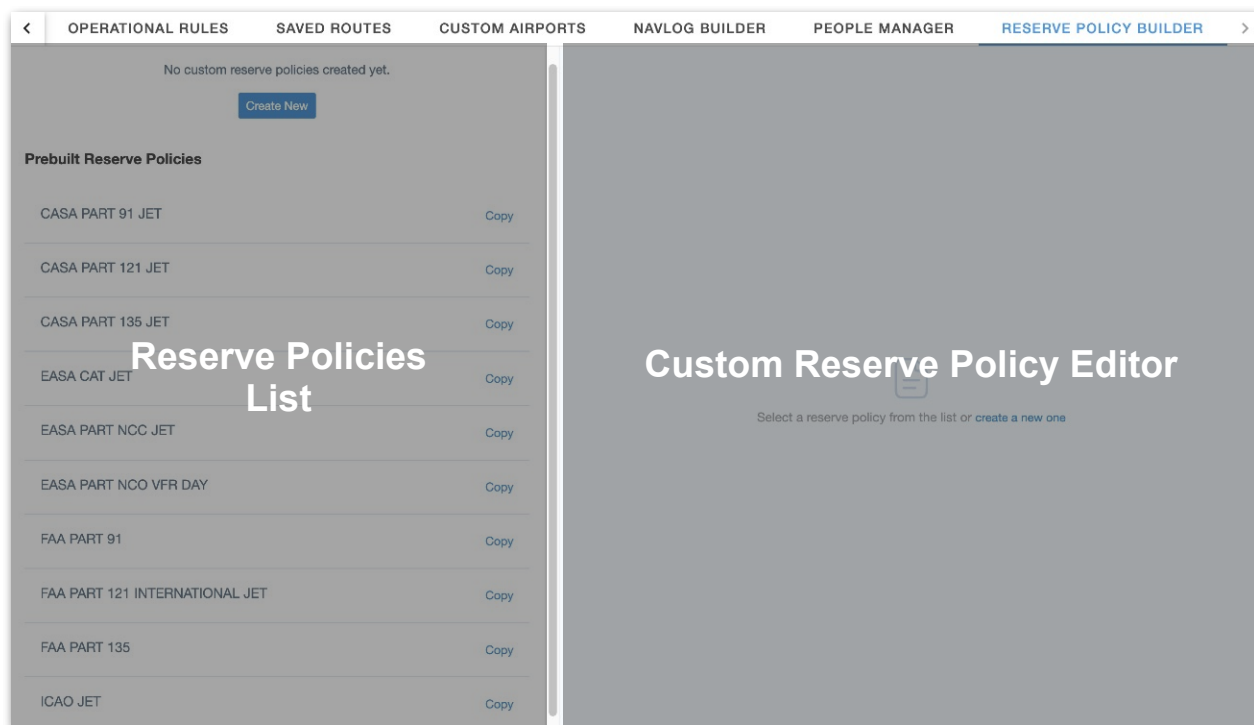
14.8 Reserve Policy Builder

The Reserve Policy Builder allows an organization's administrators to modify defined regulatory reserve fuel policies already available or to create user-defined reserve fuel policies. To access the Reserve Policy Builder, select **Settings > Reserve Policy Builder**.

The Reserve Policy Builder page has two sections: a list of existing reserve policies on the left, and an editor on the right where custom policies can be created and edited.

To edit an existing reserve policy, click **Copy** next to an existing policy on the left. This displays the reserve policy's settings in the editor and allows modifications to all fields.

To create a custom reserve policy, click Create New on the left side of the page or **create a new one** on the right side. A blank reserve policy template will be displayed and allow modification of all fields.

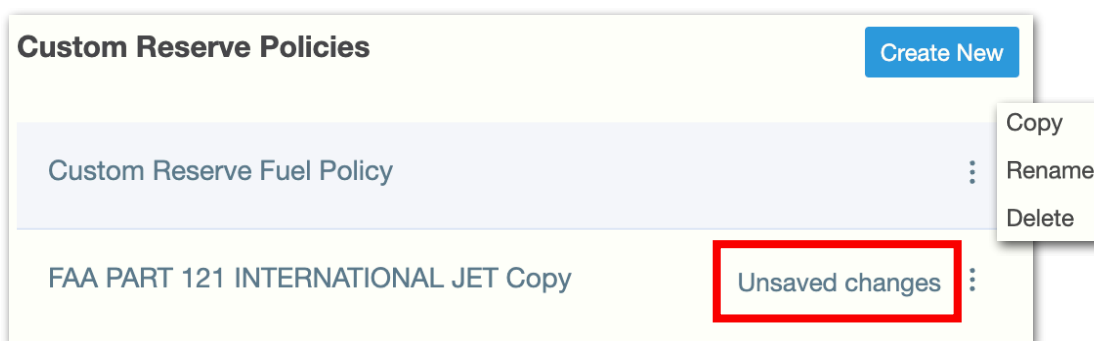


Reserve Policy Builder Page

14. SETTINGS

14.8.1 Managing a Custom Reserve Policy

After all of the modifications are made to the Custom Reserve Policy, click the **Save** button in the Header to save the file. The file will be stored at the top of the **Reserve Policy** list. If a file has been worked on and wasn't saved, the file will remain in the Custom Reserve Policies list and display "Unsaved changes" to the right of the file name, allowing a user to continue modifications and save the file. Once a file is on the list, it can be copied, renamed, or deleted using the menu button to the right of the file name.



Managing Custom Reserve Policies

14.8.2 Reserve Policy Builder Sections

The Custom Reserve Policy Editor is made up of seven sections.

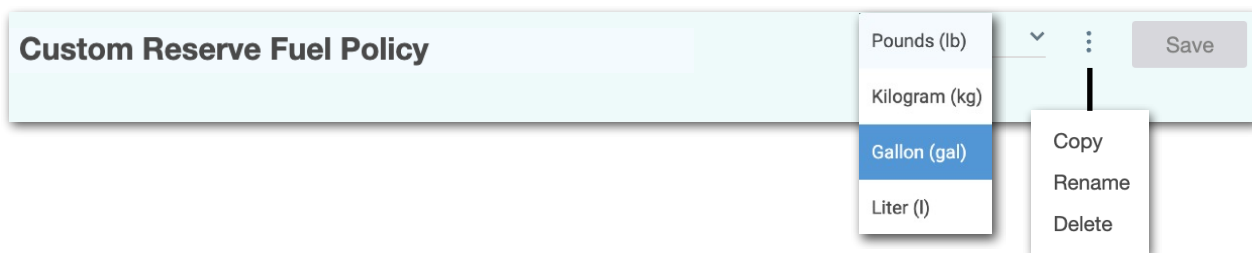
- **Header** - The Header displays the name of the Reserve Policy and allows the selection of weight or volume settings.
- **Fuel Settings** - Determines where extra fuel will be displayed in the Flight Summary section of the Flight Editor.
- **Contingency Fuel** - Allows modifications to destination and alternate contingency fuel by time or fuel amount.
- **Final Reserve Fuel** - Allows a user to create a custom Final Reserve Fuel policy with or without an alternate.
- **Holding Fuel** - Allows users to create holding rules with or without an alternate.

14. SETTINGS

- **Alternate Fuel** - Allows users to create alternate rules using time, fuel flow, altitude, and minimum fuel.
- **Approach Fuel** - Allows users to adjust approach fuel to either auto or manual to calculate fuel quantity for an approach.

Header

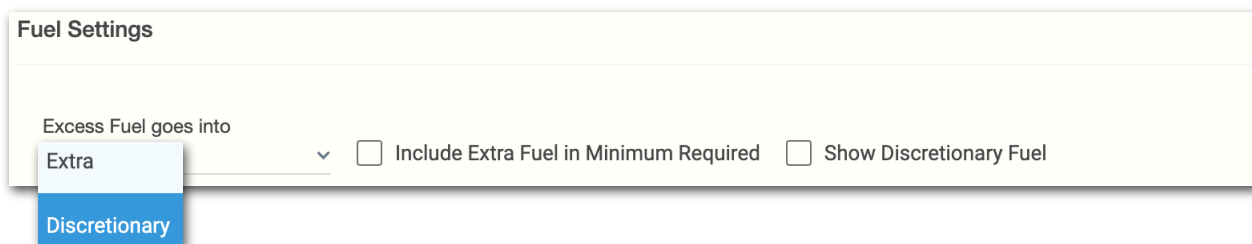
The Header shows the name of the current reserve fuel policy and allows the user to select the fuel quantity in pounds, kilograms, gallons, or liters. A menu button allows copying, renaming, or deleting the current fuel policy.



Reserve Policy Builder Header

Fuel Settings

The Fuel Settings section determines which category, Extra or Discretionary, any excess fuel will be moved to. Extra or Discretionary fuel is displayed in the flight summary fuel section of the Flight Editor page. Manually entered extra fuel or discretionary fuel for a flight will not be moved.



Reserve Policy Builder Fuel Settings

Contingency Fuel

Contingency fuel allows a user to define fuel parameters using a percentage of destination or alternate fuel or time. The minimum and maximum fuel and time can also be set.

14. SETTINGS

The screenshot shows the 'Contingency Fuel' settings. It features two columns of input fields. The first column has 'Destination' (0), 'Minimum Fuel' (0 gal), and a unit dropdown set to 'Optional'. The second column has 'Alternate' (0), 'Minimum Time' (0 min), and a unit dropdown set to 'Optional'. Above these are two percentage-based fuel flow options: 'Of Destination Fuel' and 'Of Alternate Fuel', each with a dropdown menu showing 'Of Destination Fuel' and 'Of Destination Time' (for the first) and 'Of Alternate Fuel' and 'Of Alternate Time' (for the second).

Reserve Policy Builder Contingency Fuel

Final Reserve Fuel

Final Reserve Fuel allows users to set parameters for a minimum time using cruise, alternate, or holding fuel flow. The altitude flight reference can be set from the top of descent (TOD), 1500' above airport, or entering a custom altitude. Minimum fuel can also be set if a user wants to ensure a defined minimum fuel. The *Final Reserve Fuel without alternates* section is hidden by default and will be visible when the *Advanced Options* is toggled on.

The screenshot shows the 'Final Reserve Fuel with alternates' section with 'Advanced Options' toggled on. It contains two identical sections. The top section has 'Time' (0 Min), 'Fuel Flow' (Cruise), 'Altitude Flight Reference' (TOD), and 'Minimum Fuel' (0 lb). A dropdown menu for 'Fuel Flow' is open, showing 'Cruise', 'Alternate', and 'Holding'. The bottom section is identical but currently hidden.

Reserve Policy Builder Final Reserve Fuel

Custom Altitude

The altitude flight reference for the final reserve fuel, holding fuel, and alternate fuel has a drop-down menu with the option to enter a custom altitude. If selected, a custom altitude field appears to enter the altitude.

The screenshot shows a dropdown menu for 'Altitude Flight Reference'. The selected option is 'Custom Altitude', which has opened a sub-menu. The sub-menu lists 'TOD', '1500' Above Airport', and 'Custom Altitude' (which is highlighted). To the right of the dropdown, there is a 'Custom Altitude' field with the value '20000' and a unit dropdown set to 'MSL'.

14. SETTINGS

Holding Fuel

Holding Fuel allows users to set parameters for a minimum time using cruise, alternate, or holding fuel flow. The altitude flight reference can be set from the TOD, 1500' above airport, or entering a custom altitude. Minimum fuel can also be set if a user wants to ensure a defined minimum fuel. The *Holding Fuel without alternates* section is hidden by default and will be visible when the *Advanced Options* is toggled on.

Holding Fuel with alternates Advanced Options ☒

Time Min Fuel Flow Altitude Flight Reference Minimum Fuel lb

Holding Fuel without alternates

Time Min Fuel Flow Altitude Flight Reference Minimum Fuel lb

Reserve Policy Builder Holding Fuel

Alternate Fuel

Alternate Fuel allows users to set parameters for a minimum time using cruise, alternate, or holding fuel flow. The altitude flight reference can be set from the TOD, 1500' above airport, or entering a custom altitude. Minimum fuel can also be set if a user wants to ensure a defined minimum fuel. The *Alternate Fuel without alternates* is hidden by default and will be visible when the *Advanced Options* is toggled on.

Alternate Fuel with alternates Advanced Options ☒

Time Min Fuel Flow Altitude Flight Reference Minimum Fuel lb

Alternate Fuel without alternates

Time Min Fuel Flow Altitude Flight Reference Minimum Fuel lb

☐ Warning if no alternate

Reserve Policy Builder Alternate Fuel

14. SETTINGS

Approach Fuel

Approach Fuel allows a user to define the amount of fuel to fly an approach. Select Manual to enter a specific fuel amount or Auto to have Dispatch calculate the amount.



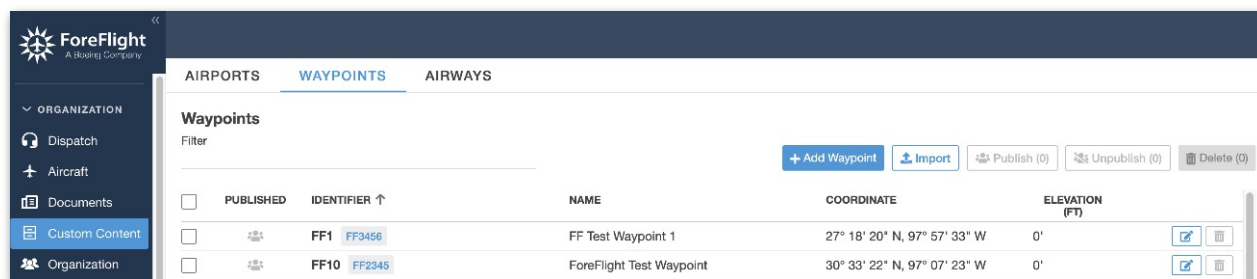
The screenshot shows a settings panel titled "Approach Fuel". It contains a "Mode" dropdown menu with "Manual" selected and "Auto" as an option. To the right of the dropdown is a "Fuel" input field with the value "0" and the unit "gal".

Mode	Fuel	Unit
Manual	0	gal

Reserve Policy Builder Approach Fuel

CUSTOM CONTENT

The Custom Content view is accessed from the left sidebar and contains tabs for managing custom airports, user waypoints, and user airways. Additional custom content features may be added in the future.



Custom Content View

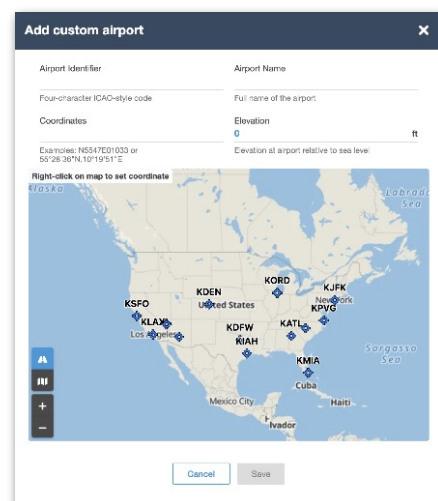
15.1 Custom Airports

Custom airports can be added when the departure or destination airfield is not in the aviation database. Custom airports can be created by account administrators and are available to all users on the account when planning with Dispatch.

When a flight containing a custom airport is released, the flight is read-only. Custom airports are automatically added to the crew member's ForeFlight Mobile user waypoint list so that the airport can be viewed on the Maps view.

To add a custom airport:

1. Select **Custom Content** from the sidebar.
2. Click **AIRPORTS** from the top menu.
3. Click the **Add Airport** button.
4. Enter a four-character Airport Identifier, Airport Name, Location, and Elevation (MSL) in the Custom Airport Menu.



Custom Airport Menu

15. CUSTOM CONTENT

15.1.1 Custom Airport Coordinate Entry Format

The Custom Airport 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.

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:

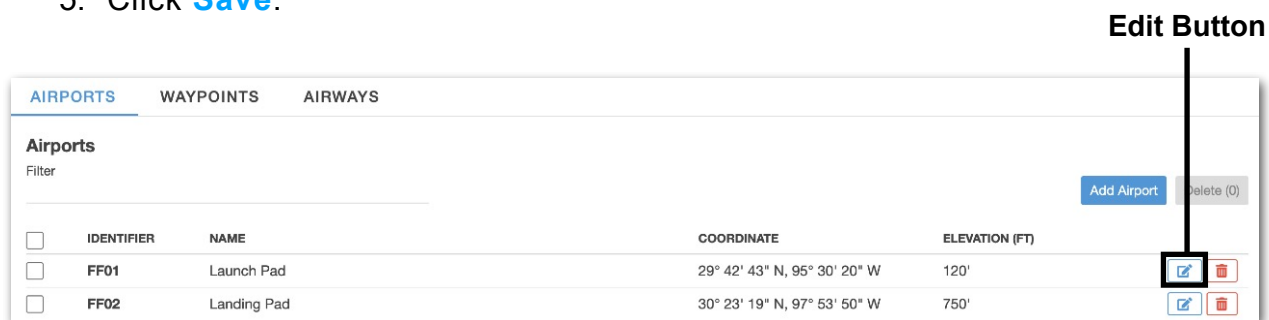
1. Pan and zoom that map so that your airport is visible.
2. Right-click the mouse over your airport. The coordinates where you clicked will automatically fill in the Coordinates section.
3. Verify the airport's four letter identifier, name, and MSL elevation.
4. Click [Save](#).

15. CUSTOM CONTENT

15.1.2 Editing Custom Airports

Custom Airport names, locations, and elevations can be edited. It is not possible to edit a Custom Airport's identifier. To edit a Custom Airport:

1. Click **Custom Content** in the sidebar.
2. Click **AIRPORTS** from the top menu.
3. Click the **Edit** button for the airport that needs editing.
4. Edit the Airport Name, Location, or Elevation (MSL) in the Custom Airport Menu.
5. Click **Save**.



Custom Airport View

15. CUSTOM CONTENT

15.2 User Waypoints

User waypoints are custom waypoints that are created and managed by Dispatch administrators. An organization can create multiple waypoints for commonly used navigation points. User waypoints created in Dispatch are synchronized to all organizational user ForeFlight Mobile accounts and are available for flight planning.

IMPORTANT: User Waypoints are currently not recognized by the FAA's flight planning system and therefore cannot be included in a flight plan that will be filed with the FAA.

15.2.1 User Waypoint Fields

User waypoints consist of the following four fields:

- **Identifier** - The identifier is a unique name assigned by the organization that must have one letter followed by up to 11 alphanumeric characters and no spaces between characters.
- **Name** (Waypoint Description) (Optional) - The name allows the organization to provide more details about the waypoint. The description can be any combination of characters.
- **Coordinates** - Coordinates are listed in this field and must be entered in a specific format. Acceptable formats are described in [User Waypoint Coordinate Entry Format](#).
- **Elevation (FT)** (Optional) - Waypoint elevations must be entered in meters without commas. Meters will be converted to feet when displayed on the waypoint list.

15. CUSTOM CONTENT

15.2.2 Adding User Waypoints

To add a user waypoint:

1. Select **Custom Content** from the sidebar.
2. Click **WAYPOINTS** from the top menu.
3. Click the **Add Waypoint** button.
4. In the Add User Waypoint pop-over, enter a 1-12 character unique identifier, description, coordinates, and elevation using the above formatting requirements.
5. Select the **Published** toggle if the waypoint will be shared with all organizational users.
6. Click **Save**.

Add User Waypoint Pop-Over

User Waypoints saved in Dispatch are synchronized to organizational users' ForeFlight Mobile accounts. They're available to view in ForeFlight Mobile by clicking **More > Custom Content > User Waypoints**.

15. CUSTOM CONTENT

15.2.3 User Waypoint Coordinate Entry Format

The User Waypoint 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 four or six digits, beginning or ending with N or S.

Longitude should be five or seven digits, beginning or ending with E or W. A leading zero should be used if the longitude is less than 100. 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 at the end of the Coordinates field. If an incorrect format is used, Dispatch displays a message indicating the error “**Unrecognized coordinate format**” and will not allow the waypoint to be saved.

15. CUSTOM CONTENT

from all organizational user accounts, each user will need to delete the waypoint from ForeFlight Mobile User Waypoints. The delete function is not synchronized between Dispatch and ForeFlight Mobile.

15.2.7 User Waypoints Assigned to User Airways

User Waypoints can be used to build **User Airways**. A User Waypoint assigned to a User Airway cannot be deleted. The delete button for those waypoints is disabled on the waypoint list. The assigned airway identifier will also be displayed next to the waypoint identifier.

Assigned User Airway		Delete Button is Disabled	
<input type="checkbox"/>	FOREFLIGHT FF1234		
<input type="checkbox"/>	TEST FF1234	Test Waypoint	29° 45' 56" N, 96° 08' 59" W
<input type="checkbox"/>	TEST1 FF1234	Test Waypoint 1	30° 13' 21" N, 96° 12' 56" W
<input type="checkbox"/>	TEST2 FF1234	Test Waypoint 2	30° 17' 26" N, 95° 28' 11" W

User Waypoints cannot be deleted when part of a User Airway.

15.2.8 Building a Route with User Waypoints

Once a database of User Waypoints is created, it can be used to build routes for planning a flight. To build a route, follow these steps in the Flight Editor:

1. Enter a departure and destination airport. These can be ICAO designated airports or user-defined Custom Airports.
2. Enter User Waypoints in the **Selected Route** field.
3. When the route is complete, click the **Save** button on the bottom right of the page.

Alternatively, the Route Builder can be utilized to input waypoints, which will adhere to the same rules as the Selected Route field.

ROUTES			
Initial Altitude	Flight Rule	Selected Route	
FL 350	VFR	TEST TEST1 TEST2	
			Route Builder
			Procedure Advisor

Route Section of the Flight Editor Page

IMPORTANT: User Waypoints are currently not recognized by the FAA's flight planning system and therefore cannot be included in a flight plan that will be filed with the FAA.

15. CUSTOM CONTENT

15.2.9 Releasing Flights to ForeFlight Mobile

Once a route is created, it can be saved and released to the crew. Selecting the release button will send the flight information to the ForeFlight account of the assigned crew(s). When a flight containing user waypoints is released to a pilot, the flight is read-only.

NOTE: In order to receive the flight, including the user waypoints in ForeFlight Mobile, the crew member must be included in the organization as a user. Ad hoc crew members will not receive User Waypoints.

15. CUSTOM CONTENT

15.2.10 Bulk Importing User Waypoints

Multiple user waypoints can be imported in bulk file transfer. Bulk user waypoints must be formatted in a Comma Separate Value (CSV) file or Keyhole Markup Language (KML) file. Up to five files can be uploaded with a maximum file size of 10MB.

CSV files can be created with spreadsheet programs like Microsoft Excel, Google Sheets, or Apple Numbers. KML files can be made with mapping programs like Google Earth or Google My Maps.

Creating CSV Files

User Waypoint CSV files must follow the formatting rules defined in this section. CSV files must contain a single table with at least three columns. The name and elevation columns are optional fields. Each column defines one of the waypoint's fields. CSV files do not need column names. Names in the example below are provided for informational purposes.

IDENTIFIER	NAME	LATITUDE	LONGITUDE	ELEVATION
------------	------	----------	-----------	-----------

User waypoint CSV file fields

When creating a CSV file, each waypoint is defined on its own row. There's no limit to the number of rows a file can contain. To create a user waypoint CSV file for bulk import:

1. Open a new spreadsheet with your preferred program.
2. Add a single table with three to five columns.
3. Add enough rows for the number of user waypoints in the file.
4. Fill in the table with your user waypoint data.
5. Save the file using a .csv extension.

15. CUSTOM CONTENT

FF7	ForeFlight Test Waypoint	-29.243	97.565	101
FF8	ForeFlight Test Waypoint	30.153	-97.453	85
FF9	ForeFlight Test Waypoint	30.256	-97.125	89
FF10	ForeFlight Test Waypoint	30.556	-97.123	120
FF11	ForeFlight Test Waypoint	29.456	-98.123	97
FF11	ForeFlight Test Waypoint	29.234	-98.234	1756

Example CSV File Entry

CSV File Field Formatting

CSV files must follow the formatting listed below. If a CSV file does not follow the formatting, it will not import to Dispatch.

- **Identifier** (required): Must be formatted with the following properties:
 - Should consist of 1 letter followed by up to 11 alphanumeric characters. For example, “FF7”, or “N”.
 - No spaces or special characters between letters or numbers.
- **Name** (Optional): User waypoint descriptions are displayed in the waypoint list in Dispatch, and the user waypoint pop-up when tapped in the maps view of ForeFlight Mobile. Descriptions support letters, numbers, and special characters.
- **Latitude/Longitude** (required): Bulk importing user waypoints requires coordinate entry in the decimal degree format. Prefix latitude or longitude values with a minus sign to notate the southern or western hemisphere (e.g., -97.711). ForeFlight assumes the northern and eastern hemispheres if no minus sign is entered.
- **Elevation** (Optional): Waypoint elevations must be entered in meters and without commas. Meters will be converted to feet when displayed on the waypoint list.

Naming User Waypoint CSV Files

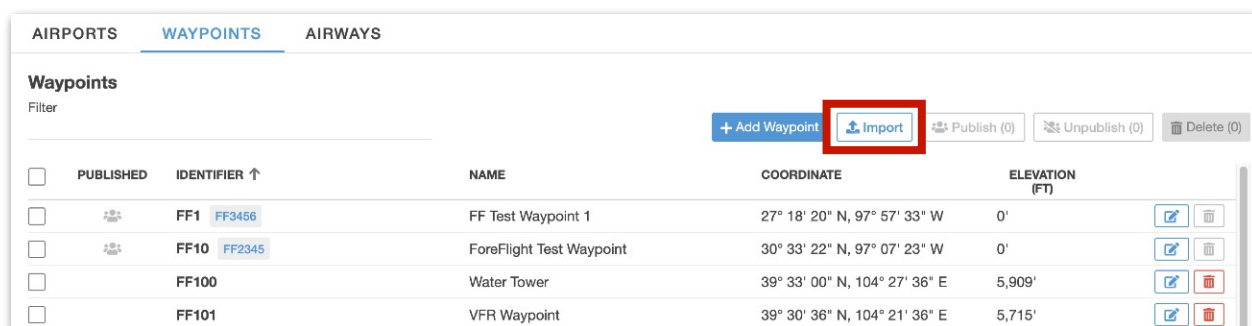
User waypoint CSV files must be named “user_waypoints.csv.” The file name should use lowercase letters with no spaces. If a user waypoint file is not named properly, the waypoints will not be added to Dispatch.

15. CUSTOM CONTENT

Importing Files

To import CSV or KML files into User Waypoints:

1. Select **Custom Content** from the sidebar.
2. Click **WAYPOINTS** from the top menu to display the waypoint list.
3. Click the **Import** button.
4. Drag and drop files or browse the computer for the file to import.

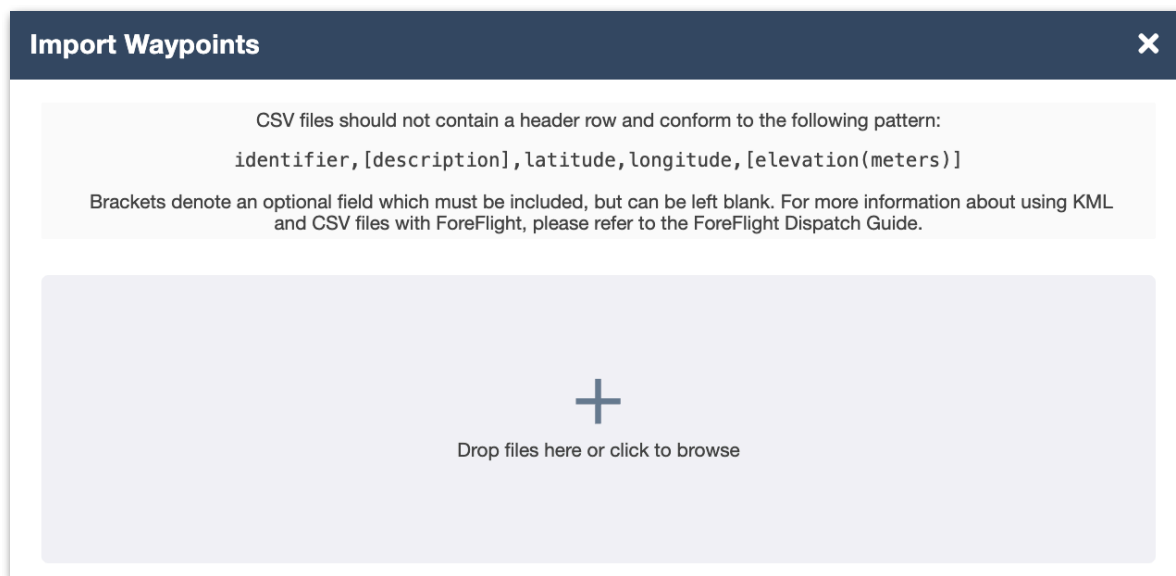


The screenshot shows the 'Waypoints' management interface. At the top, there are tabs for 'AIRPORTS', 'WAYPOINTS' (which is selected), and 'AIRWAYS'. Below the tabs, there's a 'Waypoints' section with a 'Filter' input. To the right of the filter, there are buttons: '+ Add Waypoint', 'Import' (highlighted with a red box), 'Publish (0)', 'Unpublish (0)', and 'Delete (0)'. Below these buttons is a table with the following columns: 'PUBLISHED', 'IDENTIFIER ↑', 'NAME', 'COORDINATE', and 'ELEVATION (FT)'. The table contains four rows of waypoints.

PUBLISHED	IDENTIFIER ↑	NAME	COORDINATE	ELEVATION (FT)
<input type="checkbox"/>	FF1 FF3456	FF Test Waypoint 1	27° 18' 20" N, 97° 57' 33" W	0'
<input type="checkbox"/>	FF10 FF2345	ForeFlight Test Waypoint	30° 33' 22" N, 97° 07' 23" W	0'
<input type="checkbox"/>	FF100	Water Tower	39° 33' 00" N, 104° 27' 36" E	5,909'
<input type="checkbox"/>	FF101	VFR Waypoint	39° 30' 36" N, 104° 21' 36" E	5,715'

Importing Files to User Waypoints

If the import was successful, the waypoints will be visible on the waypoints list page.



The 'Import Waypoints' dialog box has a dark blue header with the title 'Import Waypoints' and a close button (X). The main content area is white and contains the following text:

CSV files should not contain a header row and conform to the following pattern:
identifier, [description], latitude, longitude, [elevation(meters)]

Brackets denote an optional field which must be included, but can be left blank. For more information about using KML and CSV files with ForeFlight, please refer to the ForeFlight Dispatch Guide.

Below the text is a large light blue area with a large plus sign (+) in the center. At the bottom of this area, it says 'Drop files here or click to browse'.

Import Waypoints by Dropping Files or Browsing

15. CUSTOM CONTENT

15.3 User Airways

User Airways can be used to create unique airways specific to organizations for use during flight planning and in flight. A User Airway can only use an organization's User Waypoints. User Airways can be created by account administrators and are available for dispatchers when planning a flight. When a flight containing a User Airway is released, the flight is read-only.

15.3.1 Adding a User Airway

To add a User Airway:

1. Select **Custom Content** from the sidebar.
2. Click **Airways** from the top menu.
3. Click the **Add Airway** button.
4. In the **Airway Identifier** field, enter a single letter followed by 1-11 alphanumeric characters with no spacing.
5. Enter a description of the User Airway.
6. Enter the waypoint sequence from the organization's User Waypoints.
7. Select the **Published** toggle to share the Airway with all organizational users.
8. Click **Save**.

Edit User Airway

AIRWAY INFORMATION

Airway Identifier
FF1234 ✓

Airway Description
Test Airway ✓

1 letter, followed by 1-11 alphanumeric characters (e.g. AB123C)

Description of the airway

WAYPOINT SEQUENCE

FOREFLIGHT ✕

TEST ✕

TEST1 ✕

TEST2 ✕

Select User Waypoint To Add
User Waypoint...

☒ Published

Map: 60R, 11R, TEST1, TEST2, TEST, FOREFLIGHT, KCXO, KDWH, KIAH, KTME, KSGR, KHHU

Buttons: Cancel, Save

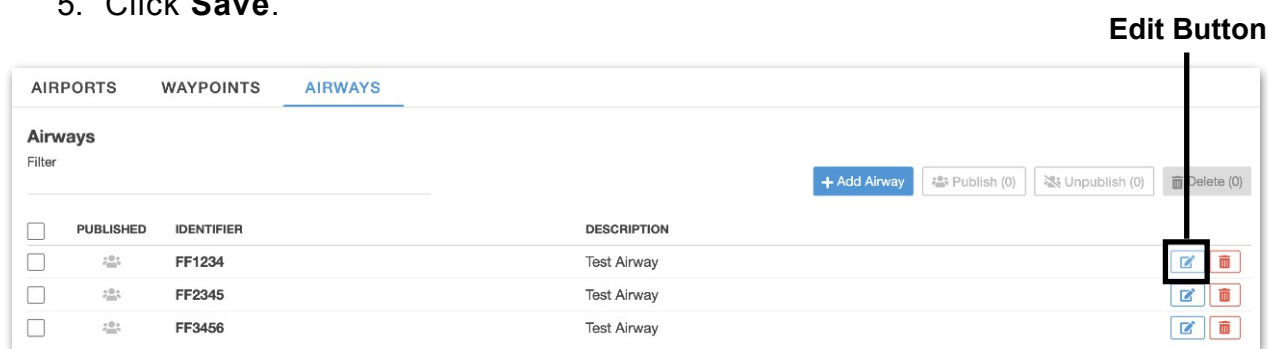
User Airway Pop-Over

15. CUSTOM CONTENT

15.3.2 Editing User Airways

User Airway Identifier, Airway Description, and Waypoint Sequence fields can all be edited for an airway. To edit a User Airway:

1. Click **Custom Content** in the sidebar.
2. Click **Airways** from the top menu.
3. Click the **Edit** button for the airway that needs editing.
4. In the Edit User Airway popover, enter new values in the Airway Identifier, Airway Description, or Airway Waypoint Sequence fields as necessary.
5. Click **Save**.



Editing User Airways

NOTE: User Airways can only be built using User Waypoints. FAA waypoints are not recognized and cannot be entered into a User Airway.

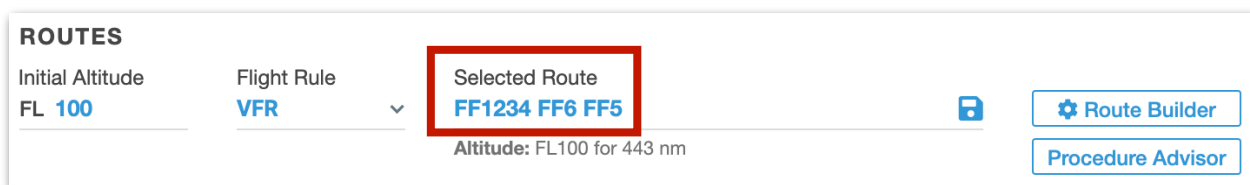
15. CUSTOM CONTENT

15.3.3 Building a Route with a User Airway

Once a User Airway is created, it can be used to build routes for planning a flight. To build a route using a User Airway, follow these steps in the Flight Editor:

1. Enter a departure and destination airport. These can be ICAO-designated airports or user-defined Custom Airports.
2. Enter User Airway and any User Waypoints in the Selected Route field.
3. When the route is complete, click the **Save** button on the bottom right of the page.

Alternatively, the Route Builder can be used to enter the Airways.



The screenshot shows the 'ROUTES' section of the Flight Editor. It includes fields for 'Initial Altitude' (FL 100), 'Flight Rule' (VFR), and 'Selected Route' (FF1234 FF6 FF5). The 'Selected Route' field is highlighted with a red box. Below the 'Selected Route' field, it says 'Altitude: FL100 for 443 nm'. To the right of the 'Selected Route' field are two buttons: 'Route Builder' and 'Procedure Advisor'.

Build Route in Selected Route Field

NOTE: User Airways are currently not recognized by the FAA's flight planning system and cannot be included in a flight plan that will be filed with the FAA.

FLIGHT RELEASES

Dispatch allows planners to send flights to assigned crew members using Flight Releases. Flights released with Dispatch automatically appear in ForeFlight Mobile on the assigned crew member's device. Changes made to a flight with Dispatch are automatically updated on the crew member's device. Similarly, if a flight is released as editable, assigned crew members can update the flight using ForeFlight Mobile. Those changes are then synced and reflected on all assigned crew member devices.


When releasing a flight with Dispatch, flight planners can choose whether or not flights can be modified by the assigned crew. This decision is made at the time of release using the **Release as Read-Only** or **Release as Editable** option. When a flight is released, the flight appears in ForeFlight Mobile and the crew members receive an email notification.

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.

 ETP diversion planning is supported in FFM version 14.10 and later.

Dispatcher Notes shown on navlog

ETD has been delayed due to late passenger arrival.

51 / 5000

Cancel

Release Flight

Release Flight View

ForeFlight Dispatch Guide

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16. FLIGHT RELEASES

16.1 Releasing Flights

To release a flight, follow the steps below:

1. Plan a flight using the **Flight Editor**.
2. **Save the flight** by clicking the Save button in the **Flight Status Bar**.
3. Release the flight to the assigned crew by clicking the **Release** button in the **Flight Status Bar**.
4. Select **Release as Read-Only** or **Release as Editable**.
5. Enter Dispatcher Notes (optional).
6. Click **Release Flight**.

If there are any warnings or errors present on a flight that is being released, the Release Flight view displays a red warning banner to bring attention to these issues. To view the warnings and errors, close the Release Flight view and return to the Flight Planning page.


Release Flight

This flight has 1 error and 1 warning. Please review before releasing.

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.

Dispatcher Notes shown on navlog

0 / 5000

Cancel

Release Flight

Release Flight View with Warning Banner

16. FLIGHT RELEASES

A red warning banner will be visible on the Flight Planning page. Select “Click to view” to open the error view and see the listed warnings and errors.

The screenshot shows the top of the Flight Planning page. At the top, there is a 'Refresh' button, a 'Navlog' dropdown menu, a 'Briefing' button, and a 'More' dropdown menu. Below these is a red warning banner that reads: 'Takeoff CG is too far forward' and '2 Errors and 3 Warnings Click to view'. Below the banner is a section titled 'PERFORMANCE' with a dropdown arrow. Under this section is a table with the following data:

	DIST	GCD	ETE	ETA	WIND	FUEL
Destination	2,820 nm	2,763 nm	05:42	22:47Z	18T	16,055

Select “Click to view” to see Errors and Warnings

If using the **Manual Fuel** setting on the Flight Planning page and the fuel entered is less than the minimum required to complete the flight, the following warning message will be displayed after the **Release** button is selected.

CAUTION: Warnings and errors should be reviewed before releasing a flight but will not prevent a flight from being released.

The screenshot shows a dialog box with a dark blue header that reads 'Release with insufficient fuel?' and a close button (X). The main text of the dialog box says: 'Fuel onboard is less than the fuel required. Are you sure that you want to continue?'. At the bottom of the dialog box are two buttons: 'Cancel' and 'Continue'.

16.1.1 Dispatcher Notes

The *Dispatcher Notes* field can be used to communicate information 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.

16.2 Read-Only Flights

If a flight is 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

16. FLIGHT RELEASES

feature that limits the flight from being released as editable is indicated on the Flight Release Panel.

Read-only flights display a lock icon in ForeFlight Mobile to indicate that the flight is locked from editing. Pilots can view all the read-only flight details; however, all fields are grayed out and cannot be edited by the crew using ForeFlight Mobile.

Flights that contain Dispatch-only features or are released as read-only, appear in ForeFlight Mobile and ForeFlight Web alongside other flights. A list of Dispatch exclusive features can be found on the next page. 15.2.1 Dispatch Exclusive Features

The following features are currently only available with Dispatch and will result in a ForeFlight Mobile read-only flight when released.

- Historical or Fixed **Wind Model** is applied.
- ERA, RCF, or IAP PNR **Contingency Fuel Policy** is selected.
- **Contingency fuel** is added *in minutes*.
- CASA Part 135 or CASA Part 121 **reserve fuel policy** is selected.
- A **Custom reserve fuel policy** is selected.
- The flight includes a **custom airport**.
- Any of the following **adjustments** are entered using **Route Builder**:
 - Cruise Profile Change
 - Insert Orbit
 - Change Flight Rules
 - Add Point Time of Arrival (MFB only)
 - Add/Remove Fuel (MFB only)
 - Add/Remove Payload (MFB only)
- Any of the following aircraft profile **RAIM settings** are entered:
 - RAIM departure integrity level is below 1
 - RAIM enroute integrity level is below 2
 - RAIM arrival integrity level is below 0.3

16. FLIGHT RELEASES

- RAIM mask angle is above 5
- RAIM baro-aiding is disabled

ForeFlight Mobile version 14.10 and earlier

In addition to the features already listed, if releasing a flight to a pilot with ForeFlight Mobile version 14.10 or earlier installed, the following features will result in a read-only flight.

- **ETP airports** are specified.

ForeFlight Mobile version 14.6 and earlier

In addition to the features already listed, if releasing a flight to a pilot with ForeFlight Mobile version 14.6 or earlier installed, the following features will result in a read-only flight.

- Auto or Manual routing to the alternate airport is specified.
- An alternate cruise profile to the alternate airport is selected.

ForeFlight Mobile version 13.7 and earlier

In addition to the features already listed, if releasing a flight to a pilot with ForeFlight Mobile version 13.7 or earlier installed, the following features will result in a read-only flight.

- Aircraft profile has climb or descent bias applied.

16.3 Editable Flights

Flights that are released as editable, can be updated by the crew using ForeFlight Mobile. When an editable flight is updated by a crew member using ForeFlight Mobile, the changes are synced and displayed in Dispatch and the other assigned crew member's devices. Changes made to a flight can be tracked in the **flight's history**.

16.4 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. Delete flights either by using the **Flight Status Bar**

16. FLIGHT RELEASES

located in the Flight Editor or by using the Action Buttons found on the **Flight Status Board**.

16.5 Releasing Flights from the Flight Status Board

While viewing the **Flight Status Board**, click the **More** action button 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.

16.6 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.

16.7 Releasing to Jeppesen FliteDeck Pro X

Flights created with Dispatch can be released to Jeppesen FliteDeck Pro X. Changes made in FliteDeck Pro X are not reflected in Dispatch. A callsign and crew are necessary to release to FliteDeck Pro X. The release includes route strings, alternates, and ETPs/ETOPS.

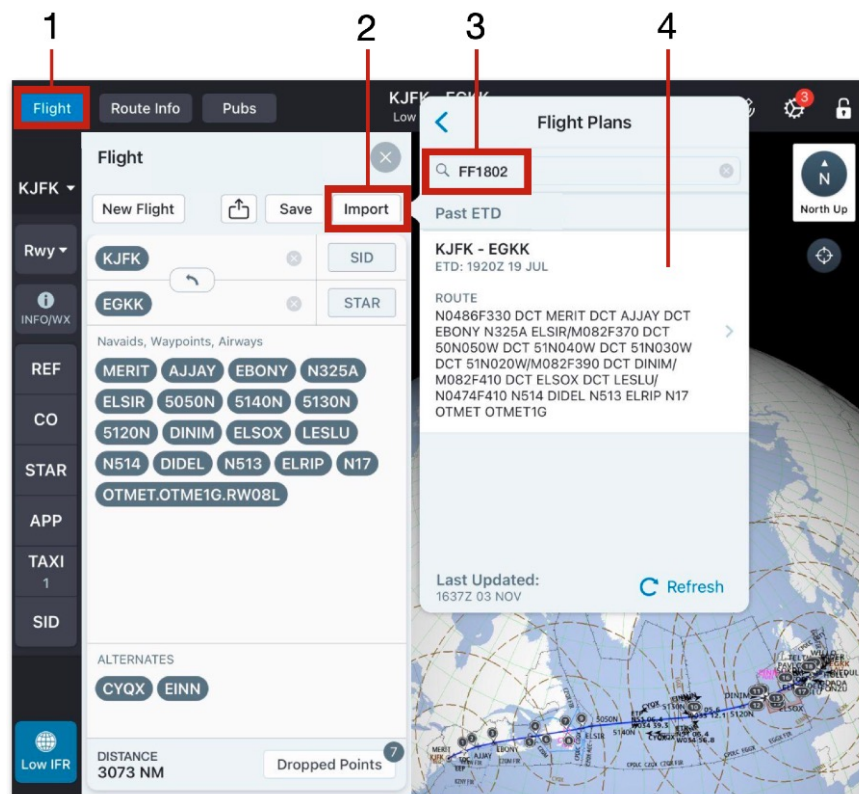
To release flights to Jeppesen FliteDeck Pro X, follow the steps below.

1. Send an email to [foreflight.com/support/enterprise-portal/](mailto:support@foreflight.com) and request access to the Dispatch FDPX integration.
2. Once your account has been activated, open Dispatch and select **Settings > Release > General**.
3. Verify Jeppesen FliteDeck Pro is enabled. This setting is enabled by default when your account is activated.
4. Open the Dispatch API Console and generate an API key.
5. Send the API Key to yourself so that you can retrieve it on an iPad.

16. FLIGHT RELEASES

Using the iPad that has Jeppesen FliteDeck Pro X installed, follow the steps below:

1. Open the iPad's Settings app and select **FD Pro X > Services**.
2. Enter the following details.
 - Name
 - Password = your API key
 - URL = **<https://fojar.ac.foreflight.com/API>**
3. Open FliteDeck Pro X
 1. Open a Flight tab.
 2. Tap **Flight**.
 3. Tap **Import**.
 4. Search for a call sign or tail number.
 5. Tap the flight to import.
 6. Tap Load Flight.



Importing a Flight via the Dispatch FDPX integration

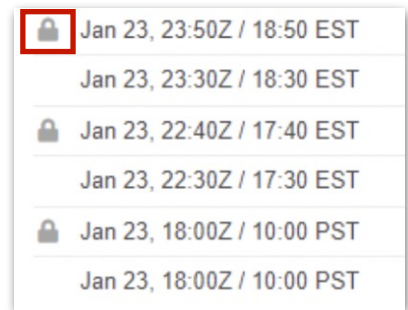
16. FLIGHT RELEASES




16.8 Archived Flights

Flights can be archived manually or **automatically**. Archived flights are read-only and cannot be edited or deleted, including any attached files.

If required, an archived flight can be unarchived using an administrative account.

Archived flights display a lock icon on the **Flight Status Board**. Archiving and unarchiving history is recorded in the **Flight History**.



	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
	Jan 23, 18:00Z / 10:00 PST

Archived Flights

Files can be added to flights after they have been archived. However, they cannot be deleted. Archived flights can be copied. A copied archived flight creates a new flight that is identical to the previous flight, with the exception of being archived.

16.8.1 Manually Archiving Flights

Flights can be manually archived after they have been saved using the Flight Editor or the Flight Status Board. To archive a flight using the Flight Status Board, click the More **Action Button** and select **Archive**.

To archive using the Flight Editor, click **Archive** in the **Flight Status Bar**.

16.8.2 Automatically Archived Flights

Filed flights are automatically archived 48 hours after the estimated time of departure. It is not possible to adjust when flights are automatically archived, nor is it possible to prevent flights from being archived.

16.8.3 Unarchiving Flights

Only administrative account holders can unarchive a flight. To unarchive a flight, view it in the Flight Editor and select **Unarchive** from the **Flight Status Bar**. Unarchived flights do not automatically archive. It is not possible to unarchive a flight from the Flight Status Board.

JETFUELX

JetFuelX (JFX) is a ForeFlight feature that allows Dispatch customers to add contract fuel cards to ForeFlight so fuel prices can be compared using Dispatch or ForeFlight Mobile. Fuel card information is uploaded into a “virtual wallet” and linked to your aircraft.

Dispatch can link existing contract fuel cards or be used to sign up for new accounts with participating fuel vendors. When a contract fuel card is added, JFX fuel prices are displayed on the Dispatch **Interactive Map** and throughout ForeFlight Mobile. It also enables the **Dispatch fuel release** feature.

ForeFlight
A Boeing Company

JetFuelX

Your Fuel Cards
Manage and Add Fuel Cards [Add Card](#)

EVO Jet
✓ Prices Updated Apr 06, 2023
5275 prices at 1806 airports
6000, N512FA, N512KA, N513KA, N514KA, N51...
[More](#)
[Import Prices](#) [Edit](#)

UAS Intl Trip Support
✓ Prices Updated Apr 05, 2023
2675 prices at 1479 airports
6000, N512FA, N512KA, N513KA, N514KA, N51...
[More](#)
[Import Prices](#) [Edit](#)

Integrated Fuel Vendors
Learn how to get more out of your fuel card with any of our integrated fuel vendors

EPIC
Epic Fuels

EVO Jet

TITAN CONTRACT FUEL
TITAN Contract Fuel

CAA

ARROW ENERGY
Arrow Energy

AVFUEL
Avfuel

EVEREST FUEL
Everest Fuel

World Fuel Services
World Fuel Services (Colt Intl)

CJP FUEL ADVANTAGE

AEG FUELS
AEG Fuels

Signature
Signature Flight Support

JETEX
Jetex

UAS Intl Trip Support

Mercury Fuels
Mercury Fuels

PARAGON AVIATION GROUP
Paragon Aviation Group

Phillips 66

FUEL FIRST

[Support](#)
[Logout](#)

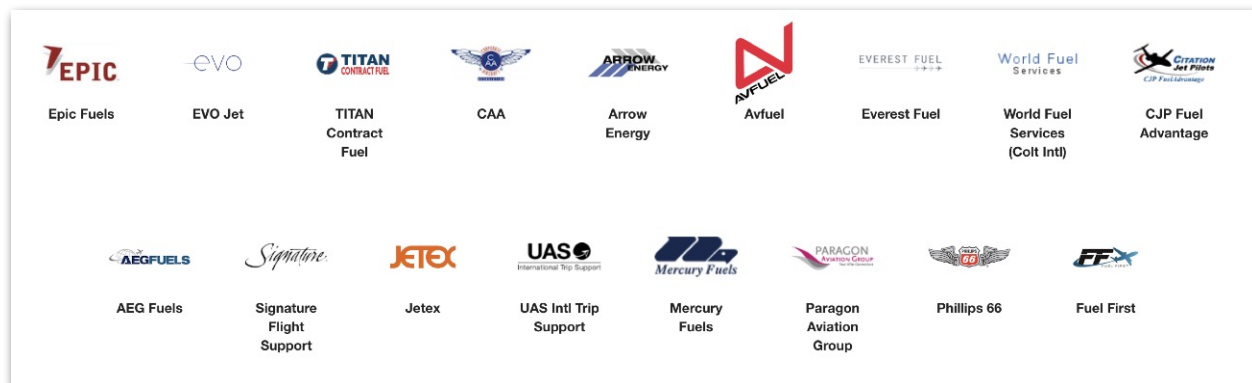
JetFuelX View

17. JETFUELX

17.1 Participating Fuel Vendors

To see the list of participating fuel vendors, log into plan.foreflight.com, select **JetFuelX** from the sidebar on the left side of the page, and scroll to the bottom of the page to the Integrated Fuel Vendors list.

The fuel vendor icons are clickable links to each vendor's website. This is useful when [applying for a contract fuel account](#).



Participating Fuel Vendors

17.2 Fuel Card Setup and Management

Contract fuel accounts are managed on [ForeFlight Web's JetFuelX page](#). Each vendor sends fuel price data directly to the user's ForeFlight account. Fuel cards can be added, edited, and removed.

Aircraft profiles can be linked to fuel cards. Status indicators on each fuel card show if an account has current or outdated prices or cannot connect to the fuel vendor, indicating which cards require attention. A vendor's CSV price files can also be manually imported.

17. JETFUELX

17.2.1 Applying for Contract Fuel Accounts

Before using JetFuelX (including adding fuel cards), users must have already signed up with one or more participating contract fuel providers. The application process varies by vendor and is outside the scope of ForeFlight. However, users can access participating fuel vendors' websites from within ForeFlight Web. To do so, follow these steps:

1. Log into plan.foreflight.com and select **JetFuelX** from the sidebar on the left side of the page.
2. Scroll down to the Integrated Fuel Vendors list.
3. Click one of the vendor icons to navigate to their website.
4. Complete the vendor's application process.

17. JETFUELX

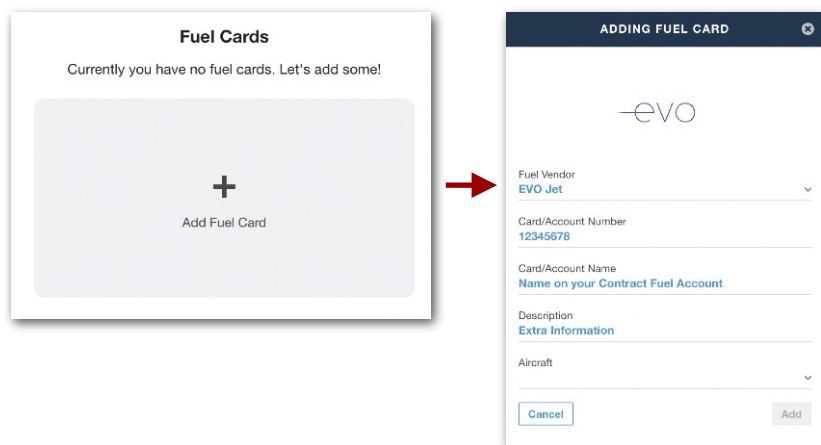
17.2.2 Adding Fuel Cards

The process to add fuel cards is similar for all users, but there is one main difference depending on the type of ForeFlight account:

- Individual account holders can assign fuel cards to any aircraft profile.
- Business account holders can assign fuel cards only to aircraft profiles set up as organization aircraft and published by their organization.

To add a fuel card, follow these steps:

1. Log into plan.foreflight.com and select **JetFuelX** from the sidebar on the left side of the page.
2. On the JetFuelX page, click **Add Card** to open the Adding Fuel Card window.
3. In the **Fuel Vendor** field, select a vendor.
4. If adding a Jetex or CAA fuel card, follow these additional steps to connect the fuel account to ForeFlight:
 - For Jetex, enter the contract fuel account username and password in the **Jetex Website Credentials** fields.
 - For CAA, click **Connect CAA Account**. In the CAA login window, enter the contract fuel account username and password, and click **Login**. Then, return to the Adding Fuel Card window in ForeFlight Web.
5. In the **Card/Account Number** field, enter a card or account number if one is listed in your contract fuel account.
6. In the **Card/Account Name** field, enter the name on your contract fuel account.
7. In the **Description** field, enter any other useful info about the card.
8. In the **Aircraft** field, select one or more aircraft profiles.
9. When finished, click **Add**.



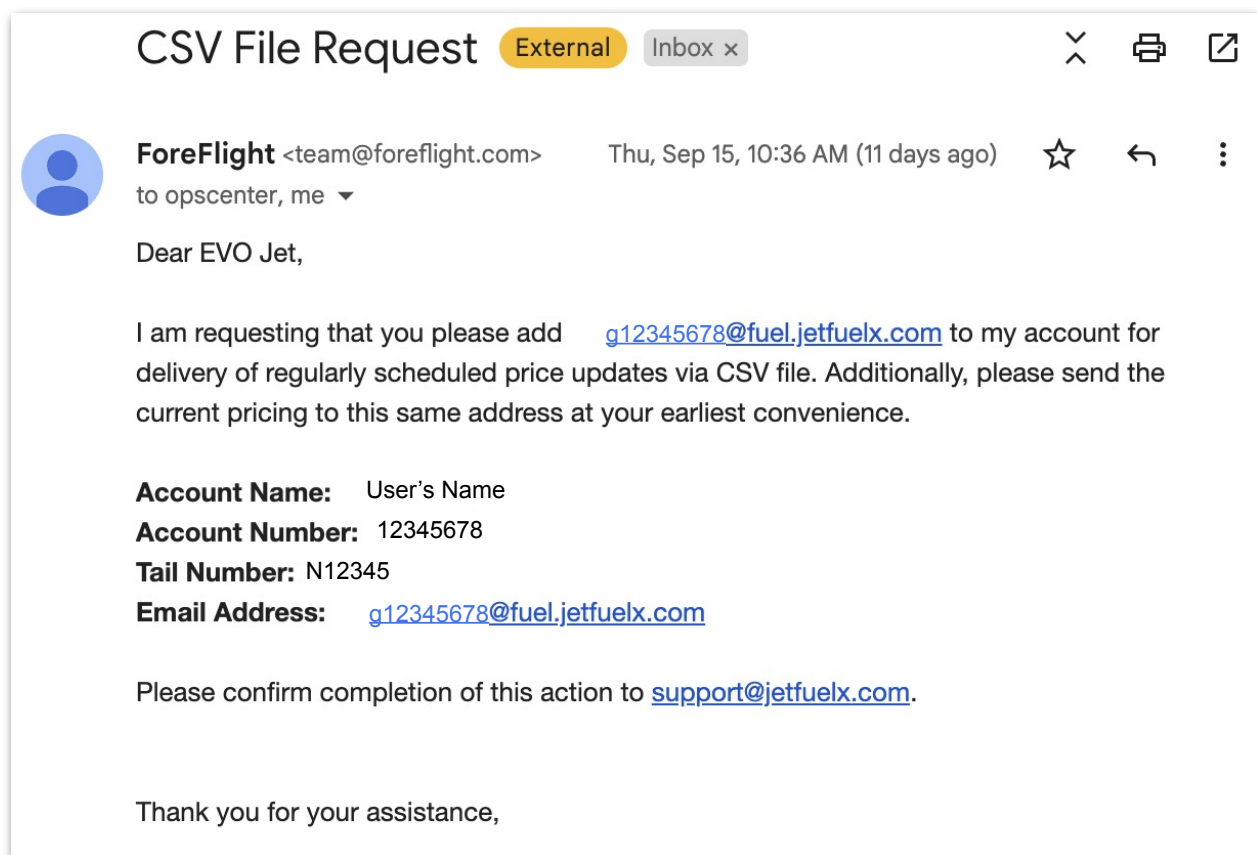
Adding a Fuel Card

17. JETFUELX

After adding a fuel card, it may take up to a week for some vendors to begin sending fuel price data. The following section describes what happens in the meantime, including ForeFlight's message to the vendor and the steps the user must take based on how the vendor decides to send its price data.

17.2.3 Automatic Price Updates

Adding a contract fuel card triggers an automated email to the fuel vendor requesting they provide regularly scheduled fuel price data to the user's ForeFlight account. This email includes all the information the vendor needs to send price updates to that account.



Example of ForeFlight's Email to Fuel Vendors

Within one week, the vendor should start sending contract fuel prices to the user's ForeFlight account, and the user's fuel card should display a **status message**. If prices update successfully, this message will be green and include the date of the most recent update.

17. JETFUELX

17.2.4 Manual Price Updates

A red status message displays on the fuel card if a technical issue prevents a vendor's automatic updates. In that case, the user may update prices by auto-forwarding the vendor's fuel price emails or manually importing the vendor's CSV file into ForeFlight Web. Both of these methods are described below.

Price Updating by Forwarding Emails

To set up auto-forwarding, follow these steps:

1. Log into plan.foreflight.com and select **JetFuelX** from the sidebar on the left side of the page.
2. On the JetFuelX page, at the bottom-right corner of the fuel card, click **Import Prices**.
3. At the bottom right corner of the Import Prices page, **Copy** the email address ending in @fuel.jetfuelx.com. This is the unique JetFuelX import email address to be used to forward emails from the contract fuel provider.
4. Locate the vendor's email containing the CSV file. This email will most likely be sent to the address listed on your contract fuel membership account. Forward the email to the @fuel.jetfuelx.com account you copied in the previous step.
5. Set up auto-forwarding of all future emails from the email address the vendor used above to your @fuel.jetfuelx.com email address using the process dictated by your email provider.

NOTE: @fuel.jetfuelx.com addresses are receive-only and cannot respond to any messages. If an email provider requires a confirmation reply to its request for auto-forwarding, it will be necessary instead to manually import CSV files.

17. JETFUELX

Price Updating by Manually Importing CSV Files

Users can manually import price updates to a JetFuelX account using the fuel vendor's CSV file by following these steps:

1. Locate the vendor's CSV file (either on the vendor's website or in an email from the vendor). Download the CSV file to your computer.
2. Log into plan.foreflight.com and select **JetFuelX** from the sidebar on the left side of the page.
3. On the JetFuelX page, at the bottom right corner of the fuel card, click **Import Prices**.
4. At the top of the Import Prices page, drag and drop the CSV file from your computer to the gray box, or click **Select it from your files to import** and use the next window to locate and import the CSV file.

IMPORT PRICES
Last Price Import: Sep 21, 2022

-EVO

Import File

Drop your CSV price file here
— or —
[Select it from your files to import](#)

Send via Email

Send or forward any emails containing fuel price CSV files to the address shown to import the prices to your ForeFlight account. For a set-it-and-forget-it solution, consider setting up automatic email forwarding through your email client.

g12345678@fuel.jetfuelx.com [Copy](#)


Import Contract Fuel Prices Webpage

17. JETFUELX

17.2.5 Fuel Card Status Messages


A color-coded message is displayed on each fuel card, indicating the status of the vendor's prices or the state of the connection to the vendor. These messages are described below:

- **Waiting on Prices:** This message displays after a fuel card is first added. It indicates that ForeFlight is waiting on the first price data import. Allow vendors up to one week to begin sending prices. The status will change after the vendor's prices are imported into the user's ForeFlight account.



Arrow Energy

12345678


 **Waiting on Prices**
Your prices will be imported on the next update from Arrow Energy

0 prices at 0 airports
N12345
[More](#)

Import Prices


Edit

- **Prices Updated:** This message displays after a user's account has received the vendor's latest fuel prices. Look below the message on the fuel card to see the total number of price points available from this vendor and the number of airports at which the vendor displays contract fuel prices. Also, remember to check the date of the most recent import. Prices more than a few days old may change by the time of your next flight.



EVO Jet

12345678

 **Prices Updated** Sep 14, 2022


5399 prices at 1914 airports
N12345
[More](#)

Import Prices


Edit

17. JETFUELX

- **Your Prices are Out of Date:** This message displays when contract fuel price data from this vendor is more than 14 days old. If that happens, ForeFlight also emails an automated notification to the user's ForeFlight subscription address. After seeing this status message, contact support to determine why prices are not being updated.




Avfuel12345678

 **Your Avfuel prices are out of date**
Please import your prices.


0 prices at 0 airports

[Import Prices](#) [Edit](#)

- **Problem Connecting to Fuel Provider:** This message displays when an issue prevents the vendor's contract fuel price data from importing to ForeFlight. If this message is displayed, check to see if the credentials entered for your fuel card are correct and match your contract fuel membership credentials. For example, CAA passwords are case-sensitive.



CAA

 **Problem Connecting to Fuel Provider**
[Check your credentials](#) to ensure they are up-to-date

0 prices at 0 airports

[Import Prices](#) [Edit](#)


17. JETFUELX

17.2.6 Editing Fuel Cards

To edit the account information for a fuel card, follow these steps:

1. Log into plan.foreflight.com and select **JetFuelX** from the sidebar on the left side of the page.
2. On the JetFuelX page, click **Edit** at the bottom-right corner of the fuel card
3. In the Fuel Card Details window, edit the account information as necessary. Editable values are indicated by **blue** font.
4. When finished, click **Update**.

FUEL CARD DETAILS



Fuel Vendor

EVO Jet

Card/Account Number

12345678

Card/Account Name

Name on Your Contract Fuel Membership

Description

Extra Information Goes Here

Aircraft

N12345

Remove

Cancel

Update

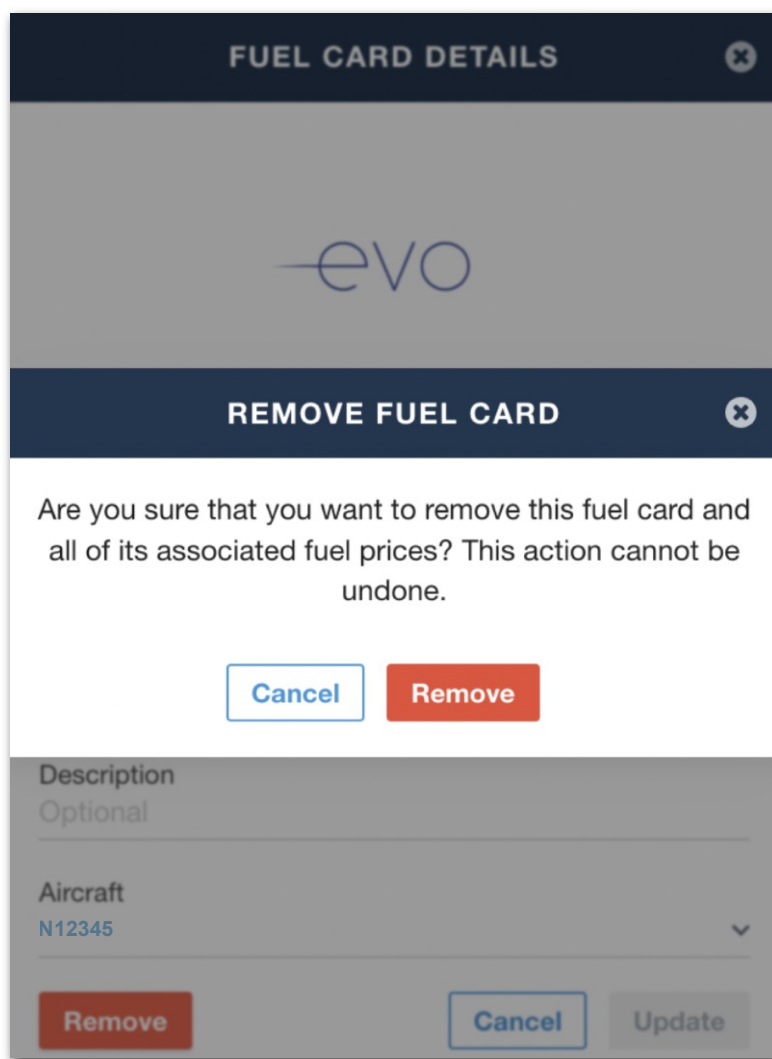
Updating a Fuel Card

17. JETFUELX

17.2.7 Removing Fuel Cards

To remove a fuel card, follow these steps. This will delete existing contract fuel prices from ForeFlight and notify the vendor to stop sending prices to the associated ForeFlight account:

1. Log into plan.foreflight.com and select **JetFuelX** from the sidebar on the left side of the page.
2. On the JetFuelX page, click **Edit** at the bottom-right corner of the fuel card.
3. In the Fuel Card Details window, click **Remove**.
4. In the Remove Fuel Card window, click **Remove** to confirm.



Removing a Fuel Card

17. JETFUELX

17.3 Contract Fuel Prices in ForeFlight Mobile

Once a fuel card has been added and it displays a status message of **Prices Updated**, users can find their supported contract fuel vendors from within several places in ForeFlight Mobile: the **Maps**, **Airports**, **Plates**, and **Flights** views. Further detail is provided in the sections below.

17.3.1 Vendors on the Maps View

On the ForeFlight Mobile Maps view, display the **Fuel: Jet A** map layer to find contract fuel. If a standard Jet-A fuel price marker has a white “JFX” label, there is at least one FBO associated with that airport that accepts one or more contract fuel cards.

To see more information about the FBOs located at a given airport, follow these steps:

1. On the Maps view, with the **Fuel: Jet A** map layer displayed, tap a price marker with the “JFX” label.
2. The Maps sidebar opens on the right side of the device screen and automatically displays the FBO List view, including a list of fuel prices. If the airport details view is displayed instead, tap **FBOs** to open the **FBO List view**.

17.3.2 Vendors on the Airports View

On the ForeFlight Mobile Airports view, find out if an airport is associated with supported contract fuel vendors by following these steps:

1. On the Airports view, display the desired airport.
2. In the top-right corner of the airport summary pane, tap **FBOs** to open the FBO List view. Any contract fuel vendors will be displayed, and their contract fuel prices will have a white “JFX” label.

17. JETFUELX

17.3.3 Vendors on the Plates View

On the ForeFlight Mobile Plates view, find out if an airport is associated with supported contract fuel vendors by following these steps:

1. Open an airport diagram on the Plates view.
2. At the top of the Plates menu, tap **FBO** to show any FBOs located at that airport.
3. Tap an FBO label to open the FBO Details view by default, displaying supported contract fuel vendors and their prices.

17.3.4 Vendors on the Flights View

The ForeFlight Mobile Flights view can be used to find out if a departure, destination, or alternate airport along a route is associated with supported contract fuel vendors. To do so, follow these steps:

1. On the Flights view, open a new or existing flight plan.
2. In the Destination section, enter an airport identifier.
3. Tap **Info** next to the Destination airport to open the airport details view.
4. Tap FBOs to open the **FBO List view**. Contract fuel vendors will be displayed, and their contract fuel prices will have a white “JFX” label.

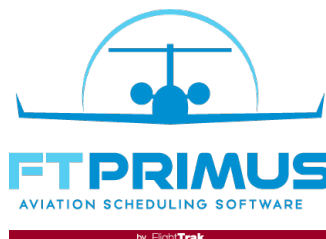
API CONSOLE

Dispatch uses an Application Programming Interface (API) to integrate with scheduling software, Flight Service Providers (FSP), 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.

18.1 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.



18. API CONSOLE

18.2 Flight Service Integrations

Dispatch integrates with the following (FSP), giving them direct access to your flight plans within Dispatch. For more information, visit www.foreflight.com/products/dispatch/integrations.



18.3 Other Integrations

Dispatch integrates with other providers such as Preflight Mitigator to sync flight data from Dispatch to automate the creation and assignment of risk assessments.



18.4 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. It includes a sidebar with navigation options like Dispatch, My Flights, Maps, Imagery, Aircraft, Logbook, Track Logs, Trip Assistant, Organization, and Sam. The main content area is titled 'API KEYS' and 'REQUEST HISTORY'. It features a 'Generated keys' section with a description and a 'Generate API key' button. Below this is a table of generated API keys with columns for Created At, Last Used, API Key, and Status. The table lists several keys, some of which are active and some are revoked.

CREATED BY	CREATED AT	LAST USED ↓	API KEY	STATUS
[Redacted]	Jan 30 2020, 18:24Z	Oct 13 2020, 14:23Z	Not shown	Active
[Redacted]	Nov 05 2019, 15:45Z	Oct 13 2020, 15:26Z	Not shown	Active
[Redacted]	Oct 07 2020, 10:18Z	Oct 07 2020, 10:18Z	Not shown	Active
[Redacted]	Jan 11 2019, 07:07Z		Not shown	Active
[Redacted]	Sep 06 2019, 11:54Z		Not shown	Active
[Redacted]	Sep 12 2019, 12:10Z		Not shown	Active
[Redacted]	Sep 12 2019, 12:14Z		Not shown	Active

Dispatch - API Console

18. API CONSOLE

18.4.1 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.

18.4.2 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](#).

18.4.3 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.

18. API CONSOLE

18.4.4 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 present the option to view or download the 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.

API KEYS

REQUEST HISTORY

Requests and responses

Requests sent from your organisation and the corresponding responses from the [Dispatch API](#)
Requests that returns 200 are removed after 7 days, anything else is kept for 30 days.

Date Range

Request Methods

Request Path

Status Codes

Start date – End date

/public/api/

































RECEIVED AT ↓	REQUEST METHOD	REQUEST PATH	REQUEST	RESPONSE	STATUS CODE	API KEY ID
Aug 18 2023, 19:40Z	DELETE	Delete Flight	View Download	View Download	Success	95
Aug 18 2023, 19:40Z	DELETE	Delete Flight	View Download	View Download	Success	95
Aug 18 2023, 19:40Z	DELETE	Delete Flight	View Download	View Download	Success	95
Aug 18 2023, 19:40Z	DELETE	Delete Flight	View Download	View Download	Success	95
Aug 18 2023, 19:40Z	POST	Upload flights	View Download	View Download	Success	95
Aug 18 2023, 14:14Z	POST	Upload flights	View Download	View Download	Success	95
Aug 18 2023, 13:42Z	POST	Upload flights	View Download	View Download	Success	95
Aug 18 2023, 13:08Z	POST	Upload flights	View Download	View Download	Success	95
Aug 17 2023, 20:23Z	POST	Upload flights	View Download	View Download	Success	95
Aug 17 2023, 19:59Z	POST	Upload flights	View Download	View Download	Success	95
Aug 17 2023, 19:38Z	POST	Upload flights	View Download	View Download	Success	95
Aug 17 2023, 19:13Z	POST	Upload flights	View Download	View Download	Success	95
Aug 17 2023, 16:14Z	POST	Upload flights	View Download	View Download	Success	95
Aug 17 2023, 14:41Z	POST	Upload flights	View Download	View Download	Success	95
Aug 17 2023, 14:19Z	POST	Upload flights	View Download	View Download	Success	95
Aug 17 2023, 14:02Z	POST	Upload flights	View Download	View Download	Success	95
Aug 17 2023, 13:34Z	POST	Upload flights	View Download	View Download	Success	95
Aug 16 2023, 14:50Z	POST	Upload flights	View Download	View Download	Success	95
Aug 16 2023, 13:58Z	POST	Upload flights	View Download	View Download	Success	95
Aug 16 2023, 13:41Z	POST	Upload flights	View Download	View Download	Success	95

API Console - Request History

18. API CONSOLE

Viewing JSON Request or Response

To view a request or response JSON, click on the “Eye” icon. When clicked, a dialog view opens with the JSON already formatted.

RECEIVED AT ↓	REQUEST METHOD	REQUEST PATH	REQUEST	RESPONSE	STATUS CODE
Aug 18 2023, 19:40Z	DELETE	Delete Flight	 	 	Success
Aug 18 2023, 19:40Z	DELETE	Delete Flight	 	 	Success
Aug 18 2023, 19:40Z	DELETE	Delete Flight	 	 	Success
Aug 18 2023, 19:40Z	DELETE	Delete Flight	 	 	Success
Aug 18 2023, 19:40Z	POST	Upload flights	 	 	Success
Aug 18 2023, 14:14Z	POST	Upload flights	 	 	Success
Aug 18 2023, 13:42Z	POST	Upload flights	 	 	Success
Aug 18 2023, 13:08Z	POST	Upload flights	 	 	Success

JSON Request/Response View Button



Request JSON Dialog View

18. API CONSOLE

18.5 API Rate Limiting

Dispatch limits the number of calls an integrated service can make using the API. When the rate limit is exceeded, API requests are blocked, resulting in missing flights or flight details.

The default rate limit is set to 30 calls per 120 seconds. However, an organization's limits can be manually adjusted by ForeFlight. When a call is made using the API, the response header includes the rate limit time frame (e.g., 120 sec) and the remaining calls for the time frame (limit remaining).

If a higher API rate limit is needed, contact team@foreflight.com.

CHANGE HISTORY

Date	Change Summary
March 2024	<ul style="list-style-type: none">• Added a new chapter for Flight Tracking.• Pets can now be added on the W&B page.• Cruise Altitudes can be adjusted to comply with regulations and can be selected in settings.• API settings can be adjusted to block scheduling changes in settings.• FIR NOTAM settings can be set to be excluded.• 2nd destination routes are now computed automatically.• RCF was removed from non-EASA contingency policies and replaced with Reclear.• Per flight weight limits can be manually entered by activating in settings.• Updated support section to add changes for customers using Premium Support.• Gust values were added to weather in Runway Analysis (RWA) and are visible for aircraft that use gust values for performance planning.• Cruise Advisor will automatically set 17,500MSL for VFR flights.

CHANGE HISTORY

Date	Change Summary
February 2024	<ul style="list-style-type: none"> • Added Jeppesen IFR High and Low charts to the map overlay on the Maps page and Route Preview map. • Filed Route in the ATC tab was added to file a different route than the planned route. • Release at time was increased for more flexibility. • Added Custom Altitudes to the Reserve Policy Builder. • User Waypoint Identifier now requires one letter folowed by 11 alphanumeric characters. • User Waypoints added elevation field. • Users can now import five files up to 10MB. • User Waypoints and Airways can be shared or unshared with individual organizational user accounts with a Published toggle switch. • Allow invalid aircraft configurations in Runway Analysis, but dispalay a warning message and change text to an amber color. • Added 1.15 to landing factor in Runway Analysis. • Added route segment column to Airspace Crossings CSV export. • Altitude notice displayed if a manually entered route altitude exceeds the recommended altitude allowing user override. • Added bulk importing CSV files for Saved Routes. • Fuel Advisor timeframe changed from three days to anytime in the future. • CASA holding time changed from a default of 15 minutes to zero in the Aircraft Fuel Profile.

CHANGE HISTORY

Date	Change Summary
November 2023	<ul style="list-style-type: none">• Warning icon displayed on Flight Status Board page if errors or warnings exist for W&B, RWA, enroute performance and filing.• Crew code field is now available when adding people in People Manager.• Even/Odd rule warning added in Settings.• Uploaded files in the Files tab are now alphabetized.• Added Actuals (LMC) column to W&B Manifest.• Added tooltips for CASA Part 91, 135, and 121.

CHANGE HISTORY

Date	Change Summary
October 2023	<ul style="list-style-type: none"> • Loading priorities can be set for passenger seating for autoloading. • ETOPS entry and exit and Enable WIFS upload were moved from administrative functions to Planning Settings. • Flight Out, Off, On, and In(OOOI) times are now displayed in Dispatch under the Performance section. • User Waypoint and Airways have less restrictive character requirements. • Emergency scenarios were added to PSR. • CSV files can be Imported to People Manager. • New Planning Setting allows the selection of who can delete flights. • Option to use Shortest or Longest SID/STAR. • Map was added to <i>Edit User Airway</i> pop-over. • Updated CASA Reserve Fuel Policies. • Avoid Tracks was added as a route constraint in Route Builder. • Added Buffer Fuel, MTOW, MLW, and Landing Fuel user settings to Fuel Advisor. • Added Nav Canada CFS and Brazil AIP preferred routing. • Added NAV Canada VFR filing requirements to ATC Data. • Defined Holding Pen for filing flight plans. • Navlog and Briefings can be opened on archived flights. • Admins can export flight data in settings. • FIR conditions added to Flight Attachment Operational Rule. • Excess fuel at ETP Alternate added to Navlog. • Reclearance/RCF route from decision point to second destination is included in flight plan. • MFB Only - Added the ability to export KML files from ForeFlight Mobile devices. • MFB Only - Autopopulate WIFIS Message Mission ID.

CHANGE HISTORY

Date	Change Summary
September 2023	<ul style="list-style-type: none">• User Waypoints added to Custom Content.• User Airways added to Custom Content.• Reserve Policy Builder was added to allow creating custom Reserve Fuel Policies.• New tooltip for Reserve Fuel Policy.• Icon added to indicate an Active Navlog is in progress.• Passenger Distribution added to Weight and Balance for curtailment option.• Point of Safe Diversion added to Navlog.• A message will appear that says too little fuel is available if a flight is dispatched while using manual fuel settings.• New Operational Rule for maximum altitude/Flight Level.• Flight Advisory is displayed if terrain exceeds 10,000MSL during a route segment.• Emergency return airport added to RWA for departure airport.• Added unarchiving flight is an administrator only function.

CHANGE HISTORY

Date	Change Summary
August 2023	<ul style="list-style-type: none"> • Adequate Airport tool added to identify airports that meet user-specified criteria and draw non-ETOPS rings around each airport. • Adequate Airports Filter added to Operational Rules. • Interactive Route Map toggle buttons added for quickly filtering Aeronautical Map elements. • Additional flight planning functionality added to the Route Builder Map. • The Route Builder - Altitude Change Waypoint Adjustment edited to only allow a maximum altitude change <i>before</i> a waypoint. • ETOPS user interface improvements. • Files in archived flights can no longer be deleted. • IAP Contingency Policy renamed to IAP PNR. • Discretionary fuel added to all EASA reserve fuel policies. • Max Cargo function adds 1% buffer. • ETOPS flights no longer read-only. • Support tools added for reporting issues with Dispatch. • View formatted request and response JSON files. • Error banner added to Flight Release view. • Add crew button will become inactive and will show “insufficient seats” tooltip when seat capacity is full. • Callsign field in Aircraft Profile added. • Cessna 700 Citation Longitude ballast fuel support added.

CHANGE HISTORY

Date	Change Summary
July 2023	<ul style="list-style-type: none"> • Restrict users from changing the default reserve fuel policy. • EASA Commercial reserve fuel policy renamed to EASA CAT (Commercial air transport). • Navlog Builder shortcut button added to the Navlog template menu. • IAP contingency fuel policy added. • New Auto Archive settings. • Various fuel-related documentation improvements. • Export EFF and OFP files (MFB only). • Email flights to WIFS (select MFB accounts only).
June 2023	<ul style="list-style-type: none"> • New Taxi Minute Operational Rule. • Add Dispatcher Signature Field to Weight & Balance Load Summary. • View Active Navlogs signed in ForeFlight Mobile with Dispatch. • Customize Tags with color and hyperlinks. • View Signed Active Navlogs in Dispatch. • Flights can be manually archived and unarchived. • Added default curtailment options.
May 2023	<ul style="list-style-type: none"> • People Manager setting added. • Additional NOTAM types and NOTAM filters added to the briefing. • NOTAM layer added to the Interactive Map. • Via Waypoint Route Constraint adds coordinate support. • Standard average weight curtailment support added. • EASA fuel reserve policy updates. • Optimal altitude analysis factors aircraft dry operating cost. • List of Dispatch-exclusive features added to Dispatch Guide.

CHANGE HISTORY

Date	Change Summary
March 2023	<ul style="list-style-type: none"> • Profile View added to Route Builder. • Fuel Advisor recommended tankering explanations added. • Fuel Release added to the Flight Editor. • Custom Content page added. • Custom Airports moved to Custom Content page. • Route Builder: Additional multiple waypoints adjustment support. • Route Builder: OAT/GAT restricted to Europe. • JetFuelX added to Dispatch Guide
February 2023	<ul style="list-style-type: none"> • Added orbit turn radius. • Added the ability to enter contingency fuel in minutes. • Added the ability to change en route flight rules using the Route Builder. • Added Auto Trip ID setting. • Added the ability to import/export custom Navlog blocks between Navlogs.
January 2023	<ul style="list-style-type: none"> • Automatically attach the Weight and Balance Load Summary to the Flight's Files (controlled via Planning Settings). • Automatically attach the DD1801 Filing Form when filing a flight plan (MFB only). • Alternate Airports added to Runway Analysis Report. • MOS and Daily Weather added to Airport Info. • Daily Weather incorporated into Runway Analysis calculations beyond 72 hours. • Permanent Resident Card support added to EAPIS. • EAPIS GenDec form support added for all international flights. • Added the ability to select different EAPIS documents for departing and arriving agencies. • Route Builder constraints are now editable. • Two-point bowtie orbit route adjustment added. • Ballast fuel support added for certain aircraft.

CHANGE HISTORY

Date	Change Summary
October 2022	<ul style="list-style-type: none"> Added the ability to specify a Time of Arrival for a single waypoint (MFB only). Added Recently Filed Routes for flights outside of the United States. Added ability to edit Custom Airports. Improved Weight & Balance Autoload feature. Added the ability to export a Custom Navlog.
September 2022	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> Added Custom Weight Operational Rule. Added Specific Crew Operational Rule. ETOPS renamed Contingency Planning. Added waypoint autocomplete to Route Builder.
May 2022	<ul style="list-style-type: none"> Added Flight Tags and Trip ID.
April 2022	<ul style="list-style-type: none"> Added support for By-Altitude profiles.
March 2022	<ul style="list-style-type: none"> Added Operational Rule names. Enable/disable Operational Rules. Generate the general declarations form. Remove waypoints from Route Builder.
February 2022	<ul style="list-style-type: none"> Added MTR/AR route options. Added filing information. Added CRD Import. Added Fuel Advisor.
January 2022	<ul style="list-style-type: none"> Added Avoid Custom Shape. Added Target Altitude. Updated Cover Page.

CHANGE HISTORY

Date	Change Summary
November 2021	<ul style="list-style-type: none">• Added Map Drag and Drop (Rubber-Banding).• Added Operational Rules.<ul style="list-style-type: none">- Taxi Fuel.- Destination FBO.• Recall number search.
October 2021	<ul style="list-style-type: none">• Added Weight and Balance• Added EAPIS
September 2021	<ul style="list-style-type: none">• Added Climb and Descent Bias• Added Dispatcher Notes• Formatting changes
August 2021	<ul style="list-style-type: none">• Added Runway Analysis• Added Wind Shear Custom Navlog
July 2021	<ul style="list-style-type: none">• Added File Attachment Operational Rule• Added Partial Route Operational Rule• Added Navlog Operational Rule
June 2021	<ul style="list-style-type: none">• Original Version

CHANGE HISTORY



ForeFlight

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