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Newsletter - December 9th, 2009

Use *Quick Info* for Planning Your Fuel Stops

FltPlan.com's **Quick Info** link offers a wide range of features that help pilots in the flight planning process. One of the embedded features in **Quick Info** is our Intermediate Fuel Stop function.

Better than other fuel stop products available, FltPlan.com's fuel stop information is based on mileage, aircraft performance, current (or historical) wind information, flight time, and Great Circle routing.

Most other products only use distance as a qualifier. FltPlan.com uses range based on flight time, using your specific aircraft profile and current winds aloft (or historical winds). The benefits of such functionality become obvious, especially now that winter is here with stronger winds aloft. With range being determined by flight time, you can accurately 'stretch' your legs going eastbound (versus using a no-wind calculation), and also have an accurate mileage distance that your aircraft can fly into the wind.

In addition, FltPlan.com Intermediate Fuel Stop feature will give you all the details needed for easily deciding which airport to make your fuel stops within the specified range, including airport information, longest runway lengths, instrument approaches, weather, FBOs and fuel prices.

There are links to **Quick Info** on the log-in page and on the left side of the **Main Menu** page. It's just one more way we make things easier for you.

Understanding 'D' Notams Made Easy on FltPlan.com

Almost every pilot has lamented reviewing (what seems like) an endless list of Notams for an airport, and then missing a runway closure buried among notams for 'out of service' obstruction lights. In the following article we will try to help make your job easier in reading through Notams. First, for those unfamiliar, Notams on FltPlan.com are displayed in our Weather section. Whenever you ask for weather for a particular location, we will also display the airport notams.

The basics

An FAA 'D' notam (which now include Distant Notams and Local Notams) is broken down as follows:

- a.) the location/facility accountable for issuing the notam
- b.) numbering sequence for the notam
- c.) the affected airport
- d.) keyword (or category) for what type of notam
- e.) the message of the notam

Using the following notam as an example:

=====
MIA 12/096 SUA RWY 7/25 CLSD

MIA (Miami FL) is the facility that is accountable for issuing the notam.
12/096 means that this notam is the 96th notam issued in December by MIA.
SUA (Stuart FL) is the affected airport.
RWY means this is a notam that pertains to runways at SUA (not MIA).
7/25 CLSD is the actual message of the notam -- i.e. the Runway (RWY) notam pertains to 7/25 and the runway is closed (CLSD).

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Remember on the notam above, the affected airport is SUA (and not MIA)

And one more.

=====
ORL 09/004 ORL TWY E BTN TWY E5, E6 NON-MOVEMENT AREA

ORL (Orlando FL) is the facility that is accountable for issuing the notam.
09/004 means the 4th notam issued in September by ORL.
ORL is the affected airport.
TWY this is a taxiway notam.
E BTN TWY E5, E6 NON-MOVEMENT AREA Taxiway E is a non-movement area between Taxiway E5 and E6.

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Notice in the above examples, RWY and TWY were keywords to alert the pilot as to what the notam pertains to.

"D" notams are broken down into 12 categories by keywords. **AD, AIRSPACE, APRON, COM, NAV, OBST, RAMP, RWY, SVC, TWY, and (O)** and **(U)**.

Examples:

AD (Aerodrome)

ACK 11/012 ACK **AD** CAUTION DEER ON AND INVOF
STL 09/123 M05 **AD** WINDSOCK LGTS OTS
ENW 05/013 ENW **AD** ALL RWY SIGNS MARKED INCORRECTLY
BGR 09/024 3B4 **AD** CLSD EXC 48 HR PPR 410-336-5951/321-231-1952
JHW 12/014 JHW **AD** PTCHY THN ICE WEF 0912062130

AIRSPACE (Airspace)

UAR 06/001 SUU **AIRSPACE** OAKY TWO ARRIVAL PROCEDURE NOT AUTHORIZED.
EXPECT ALTERNATE RNAV/RADAR ARRIVAL INSTRUCTIONS FROM ATC.

APRON (Apron)

HYS 11/006 HYS **APRON** 6 IN DROPOFF NORTH OF SECURITY BOX LGTD/BARRICADED
DLG 12/103 CLP **APRON** ALL PTCHY THN ICE WEF 0912071946

COM (Communications)

HUF 03/134 I99 **COM** NEW UNICOM 123.05 CMSND
OLY 12/001 OLY **COM** AWOS 119.275 OTS

NAV (NAVAID)

PVC 11/006 PVC **NAV** RWY 7 ILS DME OTS WEF 0912011200-0912182200
ORD 11/319 ORD **NAV** RWY 32L ILS GP OTS TIL 1004012200

OBST (Obstructions)

OAK 12/016 HAF **OBST** TOWER 139 (89 AGL) 0.28 E LGTS OTS (ASR 1013024) TIL 0912171147

RAMP (Ramp)

DKB 12/009 DKB **RAMP** ALL PTCHY THN SN WEF 0912071800
LOU 09/031 M97 **RAMP** ENTRANCE F AND NE SIDE OF RAMP CLSD

RWY (Runway)

HDO 12/006 HDO **RWY** 8/26 CLSD WEF 0912091300
WVI 12/003 WVI **RWY** 8 PAPI OTS

SVC (Services)

ANB 03/264 1M4 **SVC** FUEL UNAVBL WKEND EXC PPR 205-494-9527
CVO 11/012 CVO **SVC** AWOS OTS

TWY (Taxiway)

OAK 12/038 OAK **TWY** T EDGE LGTS OTS
VNY 12/004 VNY **TWY** N HOLD SIGN AT RWY 16R/34L UNLGTD

(O) (Other Aeronautical Information)

SWD 06/006 SWD **(O)** RWY 31 APCH END NESTING EAGLES
PTU 12/001 PTU **(O)** PORTABLE EMERGENCY RUNWAY LIGHTS OTS

(U) (Unverified Movement Area)

Sorry, couldn't find any current **(U)** Keyword notams.

How does knowing these categories help the pilot?

While reviewing all the listed notams is important, you can search through the notams list before takeoff with a keener eye looking for AD (Aerodrome) for airport closures, RWY for Runway closures, and NAV for status of NavAids including ILS, VOR, GPS, and NDB, that can affect approach capabilities for the airport. These are basically the notams that have the greatest potential of severely impacting or canceling your flight.

For a clue to finding the 'surprise' notams (i.e. recent Airport/runway closures, nil braking, no fuel etc.), they will have a recent notam sequence month. For example, in December pay particular attention to numbering sequences that start with **12**. (i.e. **12/009**).

Ok, so now that you have the numbering sequence and keywords figured out, how about all those abbreviations?

Suppose you see **PAEW** in a Notam, and can't remember what this is an abbreviation for.

Once again FltPlan.com makes this easy.

Next to each notam section is a link for [LOOK-UP Abbreviations](#).

Just enter the abbreviation PAEW, and FltPlan.com will let you know what it stands for.

How about when you're in the aircraft, reviewing the notams? Not a problem. Just print out the [weather abbreviation link](#) (located on the top

right side of any weather page), and keep a copy in the aircraft.

With a little practice reading Notams and reviewing the abbreviations, you can easily brief yourself the next time you are faced with an unending list of notams.

Don't be fooled.....

Blocking your tail number is a free process

Don't be fooled by companies that want to charge you hefty fees to block your tail number. This is a free service provided by NBAA. NBAA manages the BARR program, or Blocked Aircraft Registration Request. The BARR program is available free of charge to both members and non-members.

How to block your Tail Number

Operators with privacy and industrial security concerns resulting from the availability of Aircraft Situation Display to Industry (ASDI) data have two options for blocking aircraft flight tracking data:

Option #1 - Blocked by ASDI vendors

NBAA, through the BARR Program, centrally coordinates with all ASDI vendors to have your aircraft registration number blocked from their respective programs. Blocking the aircraft registration with the ASDI vendors removes the aircraft registration from view of all non-authorized persons. If your aircraft is blocked at this level, you will be able to track your own flights through an ASDI vendor.

Option #2 - Blocked at FAA source

For an additional level of security operators may choose to block their aircraft flight data at the FAA Source, which will remove all aircraft flight data before it is transmitted to the ASDI vendors. This means the information never reaches any ASDI vendor and therefore is not incorporated into their system. You will not be able to track your own airplane if blocked at this level.

As a note, NBAA does not block tail numbers itself; the FAA blocks them. NBAA acts as a go-between, passing numbers to be blocked to the FAA and to ASDI vendors.

Tracking your blocked tail number

If you want to track your tail number once it's blocked, FltPlan.com can help. FltPlan.com lets you track your blocked tail numbers as part of our Premium Flight Tracking program. Premium Flight Tracking starts at \$14.95 a month and allows you to track up to 10 tail numbers at no extra cost. Be aware that some vendors charge over \$700.00 for one plane. For more information on blocking your tail number or tracking your blocked tail number [Click Here](#).

Android Has Arrived at FltPlan.com

Android Smartphone website

FltPlan.com now has a dedicated web address for the new Android smartphone. The address is www.FltPlan.com/Droid.htm.

FltDeck Guide on your Android

The new Android version of the Flt Deck Guide is now available for downloading. For more information [Click Here](#).

New App Upgrade for iPhone Users

FltPlan.com has now included the FltPlan.com mobile link to its Flt Deck Guide. If you go to the iPhone store and download the current version of the Flt Deck Guide you will see a tool bar at the bottom of the page that states "Enter FltPlan.com Mobile". Once you launch that, it will bring you to the next page to log into FltPlan.com.

To download the Flt Deck Airport/FBO Info Guide to your iPhone/iPod Touch:

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- Using a computer, go onto iTunes
- Click on App Store
- In Search box, enter "FLTPLAN"
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- With your iPhone connected to your computer, it should automatically sync

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Lead Editor: Claire Warner - Claire@FltPlan.com

Contributing Editor: David Wilson

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Advertising Contact: Lisa Kessler

Lisa@FltPlan.com

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