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Newsletter - July 7th, 2010

Coming Soon: FltPlan.com's SMS Services



Starting in October 2010 FltPlan.com will be offering SMS (Safety Management Systems).

Currently being promoted by the FAA, SMS is a formal, top-down business approach to managing safety risks for operators of aircraft over 12,500 lbs.

FltPlan.com's SMS will be a complete, easy to use system and will be fully integrated with your daily flight planning operations, including FRAT (Flight Risk Assessment Tool).

FltPlan.com's SMS system will meet or exceed the requirements of FAA Advisory Circular AC 120-92 and Draft AC 120-92A.

FltPlan.com is the largest provider of IFR flight plans, FAA certified weather briefings, and eAPIS manifests to CBP (Customs and Border Patrol) for corporate aviation. Why not trust us for your SMS needs, as well?

FltBrief will keep you posted on SMS as the details develop. Keep watching for more information in the weeks to come.

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'Get out of Dodge' with CDR

A rarely used, but important tool available for General Aviation aircraft flying out of busy airports is CDR (Coded Departure Routes).

Knowing that CDRs exist, knowing how to file a flight plan requesting them, and how to use a CDR if assigned, can save you minutes (sometimes hours) of sitting on the ground when there is bad weather along your route of flight.

What are CDRs?

CDRs are preplanned routes of flights that can be issued to pilots when thunderstorms, turbulence, or traffic constraints preclude ATC from issuing the standard routing between the airport pairs. These preplanned routes have special 8-letter identifiers (such as MDWTEBC6) where the first three letters are the departure airport ID, and the next three letters are the arrival airport ID, and the last two letters are for specifying which specific CDR route is to be used between the two airports. Thus the origin of the name **CDR** (Coded Departure Routes).

By giving a controller the ability to assign a preplanned CDR, coordination between ATC facilities and the flight crew is simplified. This can save time and avoid possible mistakes. This is done simply by assigning an 8-character clearance versus a lengthy reroute with all the Airway, VOR and intersections.

Do CDRs apply to General Aviation?

For those that think that CDRs are only between major airline hub airports like KEWR and KORD, it's time to do some rethinking.

CDRs exist between such city pairs such as:

KABQ (Albuquerque NM) and KHDN (Hayden CO).

KUES (Waukesha WI) and KBCT (Boca Raton FL).

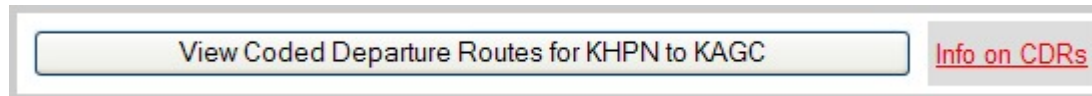
KMVY (Martha's Vineyard MA) and KAGS (Augusta GA).

KVNY (Van Nuys CA) and KSDL (Scottsdale AZ).

How can you find out if there are CDRs between your departure airports?

FltPlan.com makes this easy.

When creating your flight plan, FltPlan.com provides a link to show you all the current CDRs between these two airports.



Here is an example for a flight from HPN (White Plains NY) to AGC (Allegheny County Pittsburgh PA).

Coded Departure Routes from KHPN to KAGC effective 06/03/10 thru 07/29/10 [Info on CDRs](#)

These are the valid Coded Departure Routes (CDR) that you may get if you File 'CDR Capable' in the Remarks section of your flight plan. Print out this page to take on your flight for easy reference.

Note: You should be familiar with CDR requirements prior to placing 'CDR Capable' in your flight plan. By stating 'CDR Capable', you are informing ATC the aircraft has the navigation equipment and enough fuel to fly ANY of the possible CDRs.

CDR Code	Route of Flight	Approx Straight Miles	Approx CDR Miles	Approx Percent Extra
HPNAGC36	COATE J36 REBBL J190 SLT REC MKP	288nm	330nm	15%
HPNAGC60	ELIOT J60 PSB TON REC MKP	288nm	293nm	2%
HPNAGCCA	GREKI V419 JUDDS CAM J547 SYR BFD CIP MKP	288nm	498nm	73%
HPNAGCJ6	PARKE J6 HVQ JPU V117 WISKE	288nm	564nm	96%
HPNAGCNE	NEION J223 CORDS J132 J190 SLT REC MKP	288nm	325nm	13%
HPNAGCPH	ELIOT J80 VINSE NESTO2	288nm	299nm	4%

We also make it easy to see how many miles the CDR route is and what percentage extra mileage it will be.

In the case above, the standard routing between HPN and AGC is usually ELIOT VINSE.NESTO2

However, depending on the Airspace constraint, a CDR could be issued taking you over COATE (HPNAGC36 which is approximately 15% extra or 42 nautical miles over a straight line) or over GREKI (which is 73% extra or an extra 210nm).

You might ask why would I want to accept routing 210 miles out of the way to 'get out of Dodge'. This might be dependant on whether an extra 30 minutes to 1 hour in the air (depending on what you are flying) is better than sitting on the ground, being number 40 for take-off, waiting for a line of thunderstorms to approach and pass by.

In addition, most of these routes can be easily copied and pasted into your route of flight to get a Navigational Log (with all the time and Fuel Burn info based on the winds and altitude for the CDR).

You can also easily get to the CDR info by going to the CDR Routes link on the left side of the Main Menu page, or from the Multi-Print Display page.

How do I request a CDR?

It's simple. Just put CDR CAPABLE in the REMARKS section of your flight plan.

What's the best way I can torque off a controller when issued a CDR?

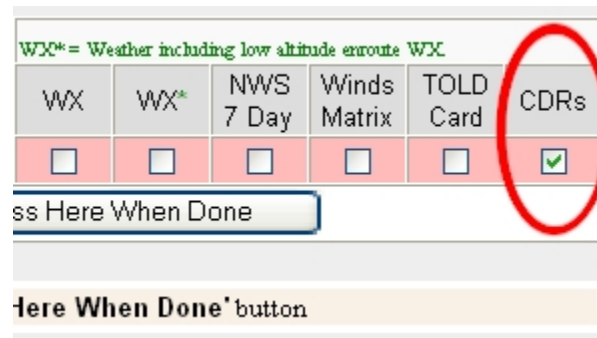
You can guarantee a spot on the controller wall of shame by putting CDR CAPABLE in your REMARKS section, and then when the controller says they have a CDR route of HPNAGC60 for your flight, you say:

- 1.) "What's a CDR?"
- 2.) "I don't have a copy of the CDR."
- 3.) "Could you read me the full route of the CDR?"

The nature of CDRs is to save time for you and the controller. Obviously, if bad weather requires the use of CDRs, then the controller is already very busy. Don't make it worse by not being able to deal with your side of the CDR equation.

Putting it all together.

When applicable, put CDR CAPABLE in the REMARKS section of your flight plan. FltPlan.com provides the means for you to know if CDRs are available between airport pairs. You can do this when creating a flight plan or from the link on the left side of the Main Menu page. We also have the option to display/print any applicable CDRs from the Multi-Print Display page.



WX	WX*	NWS 7 Day	Winds Matrix	TOLD Card	CDRs
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

ss Here When Done

here When Done' button

Make sure you have a copy of the CDRs on board the aircraft so you can access it in a timely manner.


If the Controller issues a CDR that exceeds your aircraft capabilities (i.e. overwater, RNAV) or your fuel requirements, then just say "UNABLE CDR. exceeds out Fuel requirements" or "UNABLE CDR. can not fly overwater route"

For more information on CDR please <http://www.fltplan.com/CDRinfo.htm>.

Calendar/Flight Schedule Enhancement

FltPlan.com now provides the option of displaying the PIC's (captain's) name for a flight on the Calendar.

In the **Flight Schedule Calendar** section (Main Menu page), you will now see an option for selecting **Display PIC** name.

Flight Schedule Calendar (Display your Flight Schedule in Calendar Format)  **Calendar at a Glance**

Add an Event	Delete Event	<input checked="" type="checkbox"/> Display City Names	<input checked="" type="checkbox"/> Display SOB	<input checked="" type="checkbox"/> Display PIC	<input type="checkbox"/> Display Future Flight Time & Cycles I					
<input type="radio"/> 1 WEEK	<input type="radio"/> 2 WEEKS	<input type="radio"/> 3 WEEKS	<input checked="" type="radio"/> 4 WEEKS	<input type="radio"/> 5 WEEKS	<input type="radio"/> 6 WEEKS	<input type="radio"/> 7 WEEKS	<input type="radio"/> 8 Months	<input type="radio"/> 4 Months	<input type="radio"/> 5 Months	<input type="radio"/> 6 Months

When you select this, the calendar will show the PIC's name on the calendar.

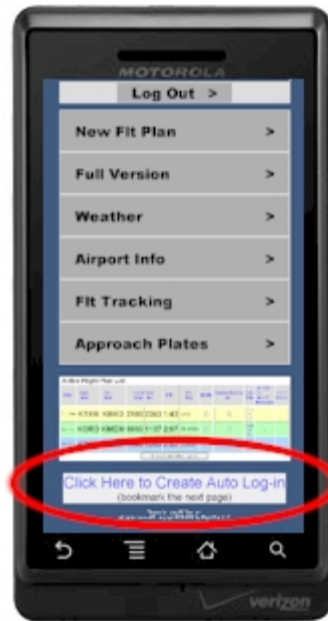
Friday	Saturday
07/02 C172 KTEB KBED SOB: 2 2100-2250 PIC: JOE PILOT	07/03 PILATUS KORD KMEM SOB: 7 0800-1127 PIC: SUE PILOT
07/09	07/10

As a reminder, the Calendar/Flight Schedule can be printed, emailed, and/or used a stand-alone webpage (with your own personal url address).

Auto Log-in for Smartphone Users

FltPlan.com just got easier for smartphone users. Now you no longer need to key in your username and password every time you log into our site from your smartphone.

Whether you use an iPhone, Android, Blackberry, Palm, or Windows Mobile SmartPhone, you can now create a bookmark that will allow you to go directly to FltPlan.com without your username and password. Simply log in as usual and look for the link at the bottom of the page:



Click the link, and then bookmark the next page. The next time you use FltPlan.com, you'll be able to select the link from your bookmarks. You're set to go, without re-entering all your log-in information.

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