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Newsletter - July 15th, 2009

Check out our Latest Video on Creating a Flight Plan.

Presented by King Schools

John and Martha King show you how easy it is to create a flight plan using FltPlan.com.



Narrated by John and Martha King and found on our Flight Planning page and Tutorial page, our latest video walks you through creating a flight plan using FltPlan.com.

John and Martha King are icons in the field of aviation. They own and operate King Schools, which has been in business for over 30 years. They have shared their wealth of knowledge through courses, videos, CD-ROMs, and DVDs. John and Martha hold numerous awards in the field of aviation, and they are the only husband and wife to hold every category and class of FAA pilot and instructor certificates. Martha remains the only woman ever to achieve that feat.

www.KingSchools.com

John and Martha King are long-time users of FltPlan.com. We thank them for another great video and for their continued support.

FltPlan.com Now Offers Full Flight Planning to Puerto Rico

You can now create and file flight plans to Puerto Rico using FltPlan.com.

Do FBOs Think You're a Savvy Pilot? Then you're probably using our free FBO Fax Briefing service.

Help yourself get the best possible service. Let the FBO know you're coming and tell them what services you need. Even if you're flying a small aircraft, advance notice eliminates surprises and allows the FBO to be prepared for your stop. If the FBO is ready for your arrival, you're more likely to get the service you deserve and expect. One way to keep your destination FBO informed is with a fax sent from your FltPlan.com FBO Briefing page. Sending your FBO Briefing through FltPlan.com is free, it's easy, and the FBOs will love you for it.

For flight departments that use a scheduler or dispatcher, FBO fax briefing can make their job simpler and make transmitting your information more accurate.

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For PDC Users

PDCs are great, but there can be drawbacks. For instance, confusion sometimes occurs when revised segments on clearances are received. These revisions are often the same as the route that was originally filed, but with different wording. VORs might be added in the revised segment of the PDC that were not in the flight plan route wordage, but would have been passed over anyway. The following are two examples:

<p>SFO to MDW ***FILED ROUTE***** SAC J32 CZI J82 FSD J16 MCW ***** ***REVISED SEGMENT***** -SAC J32 LLC- *****</p>	<p>DCA to CPS ***FILED ROUTE***** LDN J134 STL ***** ***REVISED SEGMENT***** -LDN J134 HNN- *****</p>
<p>In both these cases the revised segment is the same as the filed route.</p>	

Problems are caused when pilots incorrectly try to program the FMS with the PDC revised clearance route.



What happens is the pilots are entering a route segment twice and the FMS is sending the plane back to the initial fix (i.e. 180 degree reversal of flight). Couple this with inattention on the part of the pilots and you have the makings of an FAA violation and the potential for worse. In the last several months the FAA has informed us that there have been numerous FAA violations attributed to this problem. When the clearance you get back looks different from what you were expecting, you may not have to do anything. Your FltPlan.com NavLog can help you. Simply check your clearance and the navaids against your NavLog and see if it matches. If it does, there's no need to reprogram the FMS. Another great safeguard is to check the flight plan distance on the FMS against the NavLog route distance.

FltPlan.com Backup Sites (www.FltPlan2.com and www.FltPlan3.com)

Thunderstorm season is upon us, as are the inevitable outages the season brings. Every once in a great while events conspire to make it difficult to access FltPlan.com. These issues can be related to:

- 1) FltPlan.com locally (server/router/switching failures).
- 2) A problem down the road (transmission lines downed by trees or car accident).

3) A problem a hundred miles away (routing problems caused by an outage at the central switching office in a major city).
4) A problem a thousand miles away in your home town, because your local ISP has a problem with their DNS (Domain Name Service).
Regardless of the cause, you end up looking at a screen that says "webpage can't be found" -- usually when you need it most.
For over 8 years, FltPlan.com has had a backup system for just such occasions.

www.FltPlan2.com

This is our primary emergency backup site.

This is a fully functional website (available 24/7) that is primarily designed for any of the issues related above.

FltPlan2.com uses different servers and a different internet network.

In most cases FltPlan2.com will keep you going as if nothing were wrong. Most functions work the same as FltPlan.com.

www.FltPlan3.com

This is an alternate emergency backup site.

FltPlan3.com is analogous to your standby instruments on your aircraft; it's only for use as a last resort with basic functionality.

FltPlan3.com is designed for times when both www.FltPlan.com and www.FltPlan2.com are not available.

FltPlan3.com is not active 24/7 and must be activated (by us).

Once activated, you can file flight plans, get weather, and get airport info. Many of the other FltPlan.com features will not be available. (i.e. Passenger Briefing, FBO Faxes, etc.)

As opposed to FltPlan2.com, FltPlan3.com does not have your Active Flight Plan data from FltPlan.com, and you will need to re-enter any current flight plans.

FltPlan3.com does have all of your PIC, Aircraft performance, ICAO data available, just not the actual flight plans which will need to be entered.

To this date, we have not needed to activate FltPlan3.com (and we hope we never have to).

Whenever there is an outage (for whatever reason), we usually get two types of messages from our users after things are restored:

a) "Thanks for having the backup site; it saved the day for me."

b) "If only I had known about the backup sites!"

Don't be in the second group.

Please remember that although these backup web addresses are located on the log-on page of FltPlan.com, you should bookmark them or write them down. If our primary website goes down, you can not get the addresses from FltPlan.com.

Notice to eAPIS Subscribers:

Create your NavLog first!

We've found that many of our new eAPIS subscribers are eager to go directly to their eAPIS page to create their passenger manifest. While it is possible to create and submit a manifest that is not related to a stored flight plan, most of the flight plan related data in the "Create Manifest"

section will be blank. We recommend that pilots go to their FltPlan.com account first and create a NavLog. Once your NavLog is created, our eAPIS system will automatically fill in information such as border crossings and arrival/departure times. By having access to your actual flight plans, we are able to answer many of the inquiries required to complete an eAPIS manifest. Once your NavLog and non-flight plan related information are in our system, you will be able to submit an eAPIS manifest to the correct CBP office in less than 30 seconds. To enroll in our eAPIS service, contact Bob Allen and our eAPIS sales team at 888-358-3375 or 731-855-8000.

FltPlan.com on Twitter

Follow us on Twitter for up-to-date information on busiest airports, most used aircraft, and more. www.twitter.com/FltPlan

Lead Editor: Claire Warner - Claire@FltPlan.com

Contributing Editor: David Wilson

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Advertising Contact: Lisa Kessler

(203)262-8942

Lisa@FltPlan.com

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