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## Newsletter - March 31st, 2010

### Last Day for Pilot's Choice Awards

Today is the last day to vote in the Pilot's Choice Awards. Don't be left out! Log in now and vote for your favorite FBO. Give recognition to the FBOs who help make your job easier, and who provide the excellent service needed to succeed. By voting, you help FltPlan.com's survey reflect the needs of corporate and business aviation.

In addition to Best FBO, you can cast a ballot for your favorite ATC Center, Customs Location, and Tower Location. Survey ends 04/01/2010 at 1000UTC.

### CDM & EDCT... Connecting the Dots

#### CDM

In conjunction with the FAA, FltPlan.com now sends advance notice of your flights to the FAA's TFM (Traffic Flow Management) system, also known as the CDM (Collaborative Decision Making) program.

Your FltPlan.com flight plan data is combined with other FAA data (airline schedules, weather, ATC constraints, etc.), and used for the planning of GDP (Ground Delay Programs), release times (EDCT), miles-in-trail, and possible departure/arrival re-routes to/from the busiest airports. Your companies' flight operation and your passengers greatly benefit from FltPlan.com's CDM participation.

For more information, please see our previous newsletter on CDM: [Click Here](#)

#### EDCT

EDCTs (Estimated Departure Clearance Time) being issued are a result of areas of ATC congestion or restraints (whether Center airspace or specific airports), based on the FAA's TFM system.

EDCTs are issued for aircraft that are involved in these areas of congestion, and may be assigned a new departure time (EDCT) for flow management.

For more information, please see our previous newsletter on EDCT: [Click Here](#)

#### CDM...EDCT

When your flight plan data is sent to CDM in advance (19-22 hours) of your departure time, the FAA's TFM system output is greatly enhanced since it can use actual data for possible traffic congestion versus historical data.

In addition, by knowing in advance when and where the heaviest traffic will be, the FAA is able to better manage the ATC system by opening new routes to better handle the traffic demands for that particular day and time. The end result is fewer EDCTs being issued, or better time

management of any EDCTs being issued.

### **CDM...EDCT...FltPlan.com**

In addition to sending your flight plan data to CDM, FltPlan.com also has the means for you to get advanced knowledge of any EDCT for your specific flight.

On the **Active Flight Plan List** (Main Menu page) we will show if your aircraft will be operating in an area of EDCTs, and any EDCT time associated with your flight.

FltPlan.com also takes it one step further, and allows the pilot to get email/text message notification, either to your normal email address or directly to your cell phone.

Pilots can set up their account to receive EDCT notices by going to either the **Flight Tracking** link or the **ATC Routes/EDCT** link located on the left side of the Main Menu page.

Using either method (Active Flight Plan List or email notification), the EDCT times (for better or for worse) are updated automatically and provided to our users.

By getting these notifications from FltPlan.com, not only does this keep you apprised of any EDCTs, but you can also look good to your passengers by letting them know in advance of any possible delays, long before you load them up in the back of the cabin on a hot summer day.

CDM and EDCT notification are both free services of FltPlan.com.

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## **International Weather**

Many users are unfamiliar with FltPlan.com's **International Weather** section which can provide current international Metars and TAFs. In addition, we also provide international Satellite Images & Significant Weather Charts, plus extended 4 day forecasts. This information can be found on our **Weather** page, right below your **Flight Plan Route Weather**.

Whether it's Dublin, Georgia or Dublin, Ireland, FltPlan.com can provide you with the latest weather for flight planning.

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## **CBP to send preliminary Penalty Notices**

CBP (Customs and Border Patrol) issued a notice last week stating that they will be sending preliminary penalty notices (read: the first step for issuing a \$5,000 fine) to pilots that have not been compliant with the submission of departure APIS manifests. In their first type notice, the initial targets are pilots not submitting the required eAPIS Manifest for flights departing the U.S.

From the beginning of the new eAPIS requirements, FltPlan.com has provided a warning on the Active Flight Plan List for any international flight plan when a pilot has not submitted an eAPIS manifest from the associated FltPlan.com user account.

FltPlan.com has the foremost experts on eAPIS submissions. FltPlan.com was the first commercial provider to be certified by DHS/Customs for submissions of eAPIS Manifest for Part 91 operators, and is the largest provider of certified eAPIS submissions. Trust FltPlan.com to handle your eAPIS submissions, and possibly prevent a \$5,000 fine. (That's the first incident, and it goes up to \$10,000 after that!)

For more information on e-APIS, and FltPlan.com's eAPIS system (certified for Part 91, Part 91K, Part 121, and Part 135 eAPIS submissions), please see: <http://www.fltplan.com/eapisinfo.htm>.

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## Runway Analysis is Here!

FltPlan.com continues to provide the services, accuracy and reliability needed by our users. FltPlan.com now offers Runway Analysis, integrated with your flight plans, as part of our service.

FltPlan.com Runway Analysis is powered by APG (Aircraft Performance Group), the leader in Runway Analysis information with over 100 aircraft types available. After checking available sources of runway analysis, FltPlan.com determined that APG has the technology, know-how, and experience to provide accurate runway analysis information to our users.

With FltPlan.com's runway analysis program, you may have the ability to depart at heavier gross weights than other take-off performance programs allow using traditional climb gradient information only. The difference is that FltPlan.com's Runway Analysis provides engine-out Special Departure Procedures that utilize APG's proprietary Airport Analyzer. This product is a GIS application which performs terrain and obstacle analysis along a specific ground track based upon a defined set of operational rules. The analysis searches through a complex set of numerous sources of databased electronic obstacle and terrain.

All performance data is based on programs written in accordance with the manufacturer's Airplane Operating Manual and Flight Manual in compliance with the respective authoritative agencies (e.g., FAA, CAA, etc.).

[Click here for more info](#) or call our Runway Analysis Desk at 731-855-8000 for more information.

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