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Newsletter - October 21st, 2009

Color Coding on Calendar and Active Flight Plan List

Maybe you've noticed the various colors that shade the flights on your Active Flight Plan list, but didn't know what they meant. They're just one more way that FltPlan.com makes things easier.

The colors on the calendar and flight plan list correspond to the relative date of the flight. The color of your flight will be -

- Pink if the flight is today
- Yellow if the flight is tomorrow
- Green if the flight is in two days
- Blue if the flight is three or more days in the future

Active Flight Plan List (Use the New Flt Plan button for entering a new flight plan.)																	
Date	Dept. Arpt	Arr. Arpt	Local Time Dept.	Arr.	ETE	A/C Reg	PIC	Modify	Display Color	NavLog B/W	Mini	File This	13 Active Flts Messages	Max:100	FBO Brief	EDCT Delays	Trip Notes
Wed. 10/21	KOXC	KPDK	0900	1056	1:56	N1234Z	Fred					Filed	Filed On 10/21/2009 11:01:00z		SENT		add notes
Wed. 10/21	KPDK	KORL	1115	1217	1:02	N1234Z	Fred					<input checked="" type="checkbox"/>	Flight Plan will be Filed.		SENT		add notes
Thur. 10/22	KORL	KFXE	1000	1052	0:52	N1234Z	Fred					<input checked="" type="checkbox"/>	Flight Plan will be Filed.		PEND		add notes
Fri. 10/23	KFXE	KOXC	1600	1830	2:30	N1234Z	Fred					<input checked="" type="checkbox"/>	Flight Plan will be Filed.		Send Fax		add notes
Mon. 10/26	KOXC	KPTK	0700	0835	1:35	N1234Z	Fred					<input type="checkbox"/>	-		Send Fax		add notes
Tue. 10/27	KPTK	KOXC	1500	1616	1:16	N1234Z	Fred					<input type="checkbox"/>	-		Send Fax		add notes

-----	CYYZ	KTEB	----	----	0:58	N1234Z	Fred	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Exp.	-	add notes
Press Here When Done														

Example of color coding on Active Flight Plan List: Pink is today, yellow tomorrow, green in two days, blue if more than two days.

This allows you to see easily whether or not you've entered the correct date for your flight. It also groups the flights by day for at-a-glance viewing.

If You Fly in RVSM Airspace - You Need to Read This!

We have now heard of several FAA investigations into pilot deviations for flying into RVSM airspace without RVSM certification.

How does this happen to jet pilots that know the rules and fly above FL290 all the time?

The usual scenario is that the aircraft for the flight is pending RVSM certification, or (for whatever reasons -owner change, maintenance etc.) the aircraft is no longer RVSM certified.

The pilot, knowing this, files for an altitude below RVSM airspace. Somewhere along the flight, a controller issues a clearance to climb to FL310 for traffic, and the pilot complies.

The pilot is now subject to an FAA violation for flying into RVSM airspace in an uncertified aircraft.

Why this is a pilot deviation?

The pilot had his equipment listed as RVSM capable on the flight plan. (A **W** on your equipment list for ICAO Format, or **/J, /K, /L, /Q, /W** on a Domestic format flight plan.)

If you have yourself listed as being RVSM certified on your filed flight plan, then the controller controls you based on this information.

Protect yourself.

- 1.) If your aircraft is not currently certified for flying in RVSM airspace, then remove the RVSM checkmark from your **A/C ICAO Data** section (or from the **Change or Add Aircraft** section for Domestic format). FltPlan.com will automatically give you a warning if you file above FL280.
- 2.) If your aircraft is not RVSM certified, make sure you do not have the letter **W** in your equipment list (equip: top left side of the NavLog).
- 3.) If asked to climb above FL280 and you are not RVSM certified, re-confirm that the controller knows you are not RVSM certified, and verify that he is still clearing you to a higher altitude.
- 4.) Filing for an altitude below FL290, or putting a comment in the REMARKS section of the Flight Plan that you are not RVSM capable, does not protect you if you go into RVSM airspace without an explicit acknowledgment from the controller that he is clearing you to fly in RVSM airspace without RVSM certification.

Count on FltPlan.com for Winds Aloft Information

At FltPlan.com we strive to give you the most accurate, up-to-date information possible. Our Winds Aloft information is no exception.

Winds Aloft information can be found on the NavLog, and expanded winds aloft information can be viewed in our Winds Aloft Matrix by clicking the button at the bottom of your NavLog and on our Weather Page.

When you check the Winds Aloft Matrix, you'll find that it is set up for Fixes (left hand column) and Altitudes (across the top).

You'll get the following information within each matrix box:

- 1) Wind direction and speed.** (i.e. 270/30, which would mean the winds are from 270 degrees at 30 knots)
- 2) ISA** (International Standard Atmosphere) temperature is the deviation from standard temperature at this altitude and fix. i.e. +3 means the temperature is 3 warmer than standard, -8 means the temperature is 8 degrees less than standard. The number in brackets next to ISA is the standard temperature at the associated altitude.
- 3) Comp** is the Wind Component. + means tailwind and - means headwind. (i.e. + 24 means a 24 knot tailwind)

On the NavLog, four different altitudes are displayed.

On our Winds Aloft Matrix you can get up to 10 different altitudes of winds for along your route of flight.

KTEB to KGRI **N12345** Thursday 10-22-09
Dept: 1100L - Arr: 1311L

ELIOT J60 DIMMO J60 LNK

Winds Aloft	FL530 ISA(-57) Comp	FL490 ISA(-57) Comp	FL450 ISA(-57) Comp	FL410 ISA(-57) Comp	FL390 ISA(-57) Comp
PSB	268/038 -04 -037	270/048 -03 -047	273/058 -01 -058	275/067 +01 -067	277/071 +03 -071
DJB	273/037 -04 -037	276/046 -03 -046	278/055 -01 -055	280/064 +01 -064	281/068 +02 -068
GSH	279/035 -05 -035	282/045 -04 -045	284/055 -02 -054	285/062 +01 -061	285/066 +02 -065
JOT	281/034 -05 -033	283/044 -04 -043	286/054 -02 -052	287/061 +01 -059	288/065 +02 -062
IOW	285/034 -05 -033	288/043 -04 -041	290/053 -02 -050	291/060 +00 -056	291/065 +01 -060
LNK	284/034 -07 -031	286/044 -06 -040	288/055 -05 -049	288/062 -01 -056	291/066 +01 -058
Avg. Winds=>	- 35 Headwind	- 44 Headwind	- 53 Headwind	- 61 Headwind	- 64 Headwind
FLT TIME==>	ABOVE MAX ALT.	3:11(+08) 418TAS	3:06(+03) 441TAS	3:05(+02) 452TAS	3:03(+00) 458TAS
Fuel Burn==>	---	3,462 Lbs	3,699 Lbs	4,088 Lbs	4,351 Lbs

Winds Aloft	FL370 ISA(-57) Comp	FL350 ISA(-54) Comp	FL330 ISA(-50) Comp	FL310 ISA(-46) Comp	FL290 ISA(-43) Comp
PSB	277/073 +05 -073	277/073 +05 -073	277/072 +03 -072	278/069 +02 -069	278/066 +03 -066
DJB	281/069 +04 -069	281/069 +04 -069	281/068 +03 -068	281/065 +02 -065	283/061 +02 -061
GSH	285/066 +04 -065	287/067 +04 -065	289/066 +03 -063	289/064 +02 -061	287/061 +03 -059
JOT	289/065 +04 -062	292/065 +04 -061	294/063 +02 -058	293/062 +02 -058	289/059 +03 -056
IOW	291/064 +03 -060	291/064 +04 -060	291/063 +03 -058	290/060 +02 -056	289/057 +03 -053
LNK	291/066 +03 -058	290/066 +04 -058	290/065 +03 -057	290/062 +03 -055	290/059 +04 -052
Avg. Winds=>	- 65 Headwind	- 65 Headwind	- 63 Headwind	- 61 Headwind	- 58 Headwind
FLT TIME==>	3:03(+00) 458TAS	3:01(-02) 461TAS	2:59(-04) 462TAS	2:59(-04) 461TAS	2:59(-04) 457TAS
Fuel Burn==>	4,599 Lbs	4,825 Lbs	4,948 Lbs	5,084 Lbs	5,193 Lbs

Annotations:

- Altitude: Points to FL490, FL450, FL410, FL390 in the top table.
- Standard Temp at this Altitude: Points to the temperature values in the top table.
- Fixes: Points to PSB, DJB, GSH, JOT, IOW, LNK in the top table.
- Wind Direction & Speed: Points to the wind direction and speed values in the top table.
- Temperature Deviation from ISA: Points to the temperature deviation values in the top table.
- Wind Component: Points to the wind component values in the top table.
- Green is Flight Plan Cruise Altitude: Points to FL370 in the bottom table.
- Average Wind at Associated Altitude: Points to the Avg. Winds=> row in the top table.
- Planned Flight Time and True Airspeed: Points to the FLT TIME==> row in the top table.
- Fuel Burn at Associated Altitude: Points to the Fuel Burn==> row in the top table.

Which winds data do we use?

Forecast winds data is available up to 36 hours in advance. From 36 to 72 hours in advance we'll give you the winds at 36 hours. For Domestic

flights more than 72 hours in advance, we use historical winds aloft data for that date.

Please see September's article on FltPlan.com's 90% probability winds [Click Here for Article](#).

For International flights, we use the closest matching winds forecast to the time of your flight.

As a note, any time you display the NavLog, FltPlan.com gives you the most current winds data available based on the criteria listed above.

Canadian and Mexican VORs

FltPlan.com is still growing! Our flight planning database now includes all Canadian and Mexican VORs. We also provide most Canadian intersections. In addition, our database includes all Canadian and Mexican airports that have at least one hard surface runway with an instrument approach.

FltPlan.com Mobile now works with the AT&T BlackBerry Browser

There is no longer a need to download Opera Mini for AT&T BlackBerrys. FltPlan.com Mobile is now working without any problems on the AT&T BlackBerry Browser.

The BlackBerry Mobile site is located at <http://www.FltPlan.com/bb.htm>.

For more information please visit <http://FltTrack.FltPlan.com/MobileInfo.htm>.

FltPlan.com mobile version works on just about all smartphones (PDAs).

Here's the listing:

iPhone - <http://www.FltPlan.com/iPhone.htm>

iPhone

iPhone 3G

iPhone 3Gs

BlackBerry - <http://www.FltPlan.com/BB.htm>

8800

Curve

Pearl

Bold

Storm

Tour

Palm - <http://www.FltPlan.com/Treo.htm>

Pre
Centro
Treo

Windows Mobile - <http://www.FltPlan.com/WM.htm>

Windows Mobile 5.0
Windows Mobile 6.0
Windows Mobile 6.1

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