MT - Blitzplan
Manual

Contents

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I. General Information

Through the development of MT-Blitzplan, Moving Terrain has considerably reduced pilot workload. Please read the general information carefully before filing flight plans with this module.

✓ *Filed flight plans are immediately active!*

The first change for the pilot is that the flight plan is activated immedeately. The flight plan no longer needs to be filed an hour in advance of departure, or up to three hours in case the flight plans filed abroad. **The flight plan is immediately active!**

✓ *Calling AIS*

If you are unsure whether the flight plan is really active, you can call AIS and inquire whether it is in the system. In most cases the existence of a flight plan will be denied. When the agent is informed that the flight plan was sent directly to Eurocontrol, the plan will be found.
Important: AIS is only able to access flight plans that were sent directly to Eurocontrol approximatly 12 hours before departure time.

✓ *Closing the Flight Plan*

Search & Rescue is activated directly by AIS and not by Eurocontrol. When closing the flight plan it may occur that it is already marked as closed in the system. To be safe, the name and phone number of the AIS agent giving this information should be noted.

✓ *SAR*

SAR surveillance for Y flights and all flight plans that transition from IFR to VFR for landing (when landing at a VFR only airport for example) cannot be guaranteed. If the pilot needs SAR coverage for the VFR portion of the flight, this must be requested separately.

II Preparation

✓   Using the telephone connection

Internal GPS/GSM module:
- Insert SIM card
- Deactivate PIN code
- In the dial-up menu, select INTERN and built-in modem
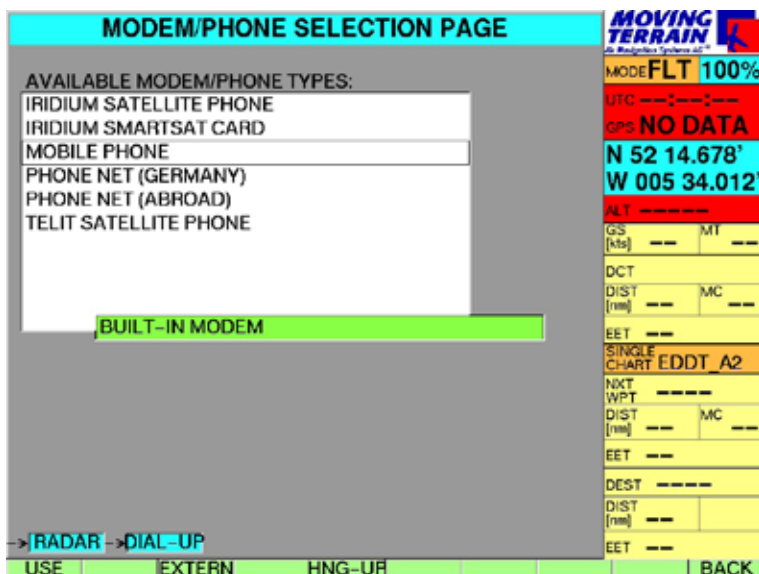
- Connect antenna to the central plug at the back of the unit

Mobile telephone:
- In the dial-up menu, select EXTERN and Mobile Phone
- Mobile Phone connected to the central plug at the back of the MT unit?

Satellite telephone:
- EXTERN selected the correctly in the dial-up menu (usually Iridium Smart Sat Card)
- Satellite phone connected the to the central plug at the back of the MT unit
- Make the sure the antenna of the satellite phone is correctly positioned with a free view of the sky and is at least 1.3 metres from the GPS antenna.

Further detailed instructions about the connection can be found in the MT installation manual.
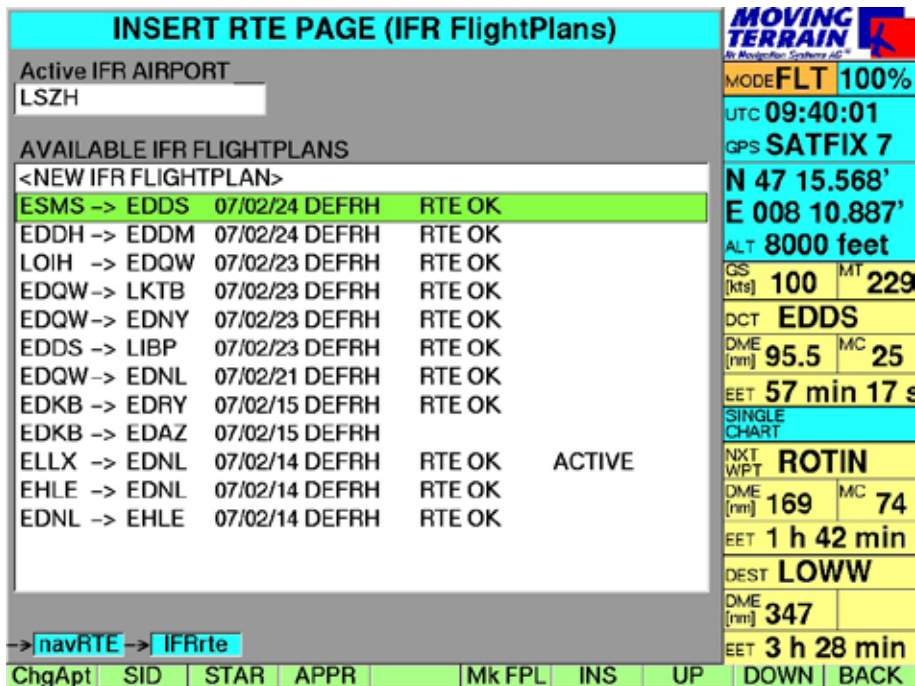
✓ *Password*

Aircraft information (aircraft identification) and password must be entered (as at www.blitzplan.de) into the unit at the first use (see page 6)++.

III. The Input Mask

Blitzplan can be entered as follows:

✓ **FPL**

A list of stored flight plans is displayed. If no flight plans have been stored, only the item "NEW IFR FLIGHTPLAN" is displayed.

Using UP/DOWN select one of the following options:
*   If "NEW IFR FLIGHTPLAN" is selected an empty input mask will be displayed, allowing the entry of all required parameters.
*   Usually it is easier to modify an existing flight plan.

Press the button
✓ **MkFPL**
The flight plan input mask for the flight plan will be displayed.

Alternatively the input mask can be reached via the routing menu:

✓ **NavRTE**
✓ **FPL**
✓ **MkFPL** (after selecting a flight plan)

Login

The ACFTID and PASSWORD are both required to use the Blitzplan module. These are chosen by the user and typed in once and are stored as long as the program is running.

When operating the device in the cockpit, the registration procedure differs slightly from when the online version is used.
Online version: Login using either username *or* aircraft ID and password.
MT VisionAir: Login using only aircraft ID and password.
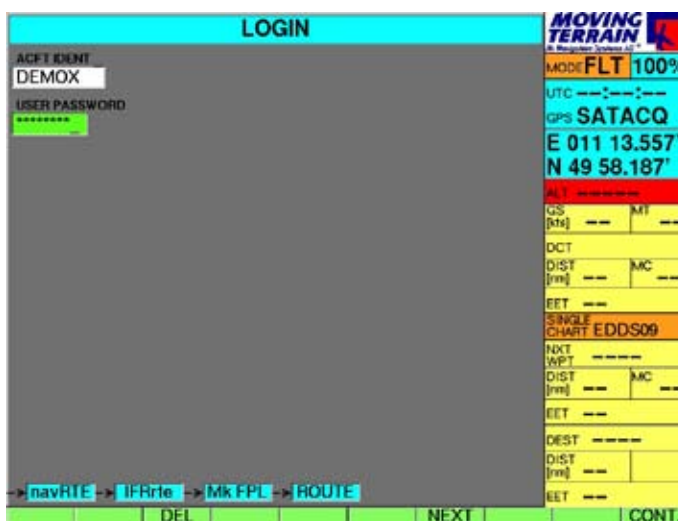
The MT VisionAir login panel has two highlighted input lines. The login panel is normally accessed only once during each program execution. If it is required to return to the login page, the unit must be switched off and restarted.

If a flight plan is provided with an incorrect ACFTID a FPL action (Route, Submit, Cancel, Status, Delay) is entered , the password and ID are sent to the server. If one or both is wrong, and error is returned from the server and the pilot must repeat the action.

The following appears on the input panel:

• LOAD	FPL actualisation from server
• UPD	Weather/Slot/Messages
• ROUTE	MT-Blitzplan
• SUBMIT	MT-Blitzplan
• DELAY	MT-Blitzplan
• CANCEL	MT-Blitzplan
• STATUS	MT-Blitzplan

When login is correctly achieved, the login panel is no longer shaded. The ACFTID and Password are checked at each interaction with the server. If a flight plan is provided with an incorrect ACFTID and if a flight plan action is made (route, submit, cancel, status), the server recognises the log in error and the action is not processed. In this case, in order to make the next enquiry of the system, the user must log in again.

✓ *Maintaining the connection to the server*

At the first enquiry to the MT server, the TCP/IP and modem connection is made. After one enquiry is made (e.g ROUTE etc.) the device will stay on line and will remain connected to the server. If error messages are sent of if a routing is rejected, the connection is likewise still maintained. The pilot therefore has the capability to immediately correct errors without re-entering all the information, thus saving time.

The online time is 180 seconds and with every request to the server it is initialised again with 180 seconds. After this time the connection is interrupted automatically.

The connection can be interrupted manually as follows: DIAL-UP -> HNG-UP

III.1. View of the input mask

Menu bar:

✓	**EDIT**	edit an existing flight plan
✓	**ROUTE**	request routing, transfer the data to the MT-server
✓	**DIALUP**	set up the Dial-Up profile + option for manual disconnect
✓	**DEL**	delete last character (like backspace)
✓	**CHAR**	insert special characters (@ . -)
✓	**PREV**	tab to previous field
✓	**NEXT**	tab to next field
✓	**Print**	saves a screenshot as a file, which can also be printed
✓	**BACK**	returns to NAV page

EDIT and ROUTE are only displayed when the appropriate action can be performed: e.g. if not all required fields have been completed, ROUTE will not be displayed, since the routing cannot be performed.

III.2. Filling the input mask

✓ **EDIT**

Significance of colors

Fields with blue background are data that are rarely changed.
Fields with yellow background usually need to be changed for every flight.
Fields with white background are not required for the routing, but are necessary for a valid flight plan.
The field with green background is the current entry field.

In principle all fields with a colored background are required fields. As long as all required fields have not been completed, the ROUTE button remains hidden. Only when data entry is complete **the route button appears at the lower left**.

Required entries:

> FLT Rules
> DEP APT
> DEP TIME
> DOF
> SPEED (number only, N0 is automatically prefixed)
> Level (number only, FL is automatically prefixed)
> DEST APT
> EET is automatically calculated
> ALT APT
> Endurance is generously calculated automatically.

For better comprehension, the various fields are explained below. Please study this paragraph carefully before filing a flight plan.

III.3. Description of the fields

✓ **ACFT IDENT**

`ACFT IDENT–` `DEXXX`

The aircraft tail number is entered **without** a dash.

✓ **FLT RULES**

`FLT RULES–` `Y`

I IFR
Z VFR-IFR
Y IFR-VFR
W VFR IFR VFR. !
W is transmitted to Eurocontrol as Z, but the router does not necessarily search for STARs and APProaches for IFR destinations: IFR is cancelled and a VFR approach is flown.

✓ **TYPE OF FLIGHT**

`TYPE OF FLT–` `G`

S   Scheduled
N   Non Scheduled
G   General
M   Military
X   Other

✓ **Type Of Aircraft**

`ACFT TYPE–` `Be20`

This is the ICAO code for the aircraft type. Once entered it is permanently stored (Single User License).

✓ **Wake Turbulence Category**

`WAKE TURB. CAT–` `L`

Enter **L**ight, **M**edium or **H**eavy.

✓ **Equipment**

`EQUIP` `SRYW` `/ S`

Equipment of the aircraft. Up to 5 elements can be entered here. The meaning of the various letters is explained in the appropriate ICAO document. Be aware that stating wrong equipment or a missing component may lead to rejection of the flight plan, e.g. "W" for flights above flight level 280 (RVSM air space).

✓ **Departure Airport +** ✓ **Departure Time**

`DEP.APT–` `LFCL`

`DEP.TIME–` `14` `:00`

For Departure Airport enter the 4 letter ICAO code for the departure airport. If it is unknown it is easily possible to return to the NAV page via the BACK key and look up the ICAO code. The data entered will not be lost. Departure Time is to be entered in UTC.

✓ **Date Of Flight (DOF)**

`DOF (YY/MM/DD)` `07` `/ 06` `/ 30`

The date of the flight must be entered here in the format YY/MM/DD. 07/06/30 is equivalent to 2007/June/30, i.e. June 30, 2007.

✓ **Cruise Speed**

`SPEED –` `N0180`

Cruise speed of the aircraft is entered here in the format N0(knots). N0 always remains at the beginning of the field. Only a 3 digit value for air speed (in knots!) must be entered.

✓ **Flight Level**

`LEVEL–` `FL170`

3 digit value for the requested flight level. The calculated route may deviate from this altitude, but this will be marked in the route window. The letters FL are permanently given.

✓ Route

ROUTE-

The route that has been found is shown here (no input possible here – the information shown is provided by the system)

✓ Destination Airport

DEST APT- EDDM

ICAO code for the destination airport.

✓ Total EET

EET- 03 : 45

As soon as the IDs of the departure and destination airports have been entered, the system automatically calculates the Total EET. It can be manually corrected by the user before seeking a route, which is recommended particularly in case of long legs with a head wind.

✓ Alternate Airport

ALT APT- LSZR

ICAO code for the alternate airport. At least one alternate airport must be entered.

✓ 2nd Alternate Airport

2nd ALT APT-

Identification of the second alternate airport in ICAO format. It is very practical to get METAR/TAF for the chosen alternate airport if the DEP doesn't provide it.

✓ Inflight Entry Point

INFLIGHT ENTRY-

Optional waypoint at the beginning of the flight plan.
Input: Left field   name of the waypoint e.g. OSBIT
      Right field   ICAO country identifier for the point, e.g. EG (UK),
                LF (France), ED (Germany, LI (Italy).
Flight rules: I or Y

✓ Forced Overfly Point

FORCED OVERFLY-

Optional waypoint for the routing. Another routing alternative for the pilot.
Input: Left field   name of the waypoint e.g. OSBIT
      Right field   ICAO country identifier for the point, e.g. EG (UK),
     LF (France), ED (Germany, LI (Italy).
Flight rules: independent

✓ **Pick up Point**

PICKUP PNT–

A waypoint may be inserted here to change from VFR to IFR flight rules. If nothing is put in this field, the first waypoint is chosen as the pick up point by the system (which is recommended). With this option the pilot can choose which waypoint is used for IFR pick up.

Input as above.

Flight rules: forces a Zulu flight.

Country codes

For all three above inputs (in flight entry point, forced overfly point & pick up point) the inclusion of a country code is mandatory. Therefore, when one of these points is selected, the country code must be used. If this is not done, the route button will not be displayed.

✓ **Pickup EET**

PICKUP EET– | : |

The time at which the pick up point is reached in a Z or W flight. When the Route button is pressed, the EET is calculated automatically.

✓ **Pilot Telephone**

PIL.TEL 0049172123456789

Telephone number where the pilot can be reached in case of problems with the flight plan or questions by Eurocontrol. This is the number AIS would call if the flight plan is faulty or if it were not closed.

✓ **Other Info**

OTHER INFO

Further information may be entered here. For flight plan filing required data (e.g. telephone numbers) are automatically transmitted using this field.

✓ **Endurance**

ENDUR.–E/ 04 00

Duration which the aircraft can remain in the air. This value is automatically entered and is higher than the EET. ***Important: Verify the correct entry!***

✓ **Persons on Board**

PERS.ON BRD-P/ `002`

3 digit number indicating the number of persons on board.
002 = 2 persons.

✓ **Emergency Radio +** ✓ **Survival Equipment +** ✓ **Jackets**

EMERG.RADIO-R/ `U` HF/ `V` HF/ `E` LT

SURV.EQUIPM `S` / `P` `D` `M` `J`

JACKETS `J` / `L` `F` `U` `V`

These fields can be activated by pressing the appropriate key on the keyboard when the field is highlighted. To indicate a UHF Emergency Radio press key "U". To deselect the field press "U" again.

✓ **Dinghies**

DINGHIES `D` /NR ____ CAP.– ____ – `C` –COLOUR ____

Dinghies are entered as follows: NR: 2 digit number for the number of boats. CAP (Capacity) for the number of persons that fit in each boat as a 3 digit number.
Colour – enter color of the dinghy. ***Important: without dash.***

✓ **Color of Aircraft**

ACFT COL. A/ WHITE

Enter color without dash. Valid entry: RED WITH GREEN STRIPES

✓ **Name of Pilot**

PILOT C/ MUSTER

Last name of pilot without special characters (dash, dot, etc.)!

✓ **E-MAIL**

E-MAIL muster@domain.tld

A copy of the flight plan is sent to the email address entered here. This way it can easily be printed.

VI. Routing

VI.1. Automatic routing of a trip

When all the data has been correctly entered the button ROUTE appears on the menu bar on the far left. Press ROUTE to calculate the route for a trip. The data is transferred to the MT-server.

The various phases of the routing request:

1) **Modem Initialisation**
   The first displayed time is for GSM,
   the second displayed time is for satellite telephone

2) **DIALING**
   Match or identification on MT-server   5-10 sec

3) **CONNECTING (1) - (3)**
   Match successful, prepare data transfer   5 sec

4) **FIND ROUTING**
   The data is sent to the server and the routing
   is computed and checked immediately.   15 / 45 sec

5) **ROUTING OK**
   All the flight plan data was successfully transferred.
   The flight plan is ready to be activated.
   The routing is displayed in the field Route.

6) **Receive Information**
   Receives the weather data (METAR/TAF) the
   Airway Slots and any messages.

✓ ROUTE

The device dials up the MT-server and searches for a valid route.
As soon as a routing has been found:

1. An abbreviated version of the routing is displayed in the field ROUTE

| DEP.APT- LFCL | DEP.TIME- 16 00 | | DOF (YY/MM/DD) 08 04 21 |
| SPEED - N0180 | LEVEL- FL170 | ROUTE- F070 DCT TOU /F170 /IFR G5 |
| MEN G53 LTP N871 KORED /F160 N871 KONOL /F110 N871 BERSU |
| STAR |
| |
| DEST APT- LSZH | EET- 02 16 | ALT APT- LSZB | 2nd ALT APT- |
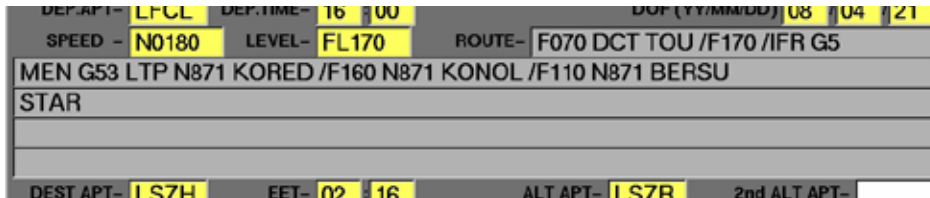
2. By pressing INS (NAVRTE page can be easily accessed simply by pressing BACK) the route is stored as a complete log on the NAVRTE page.

3. Route is graphically entered on the map
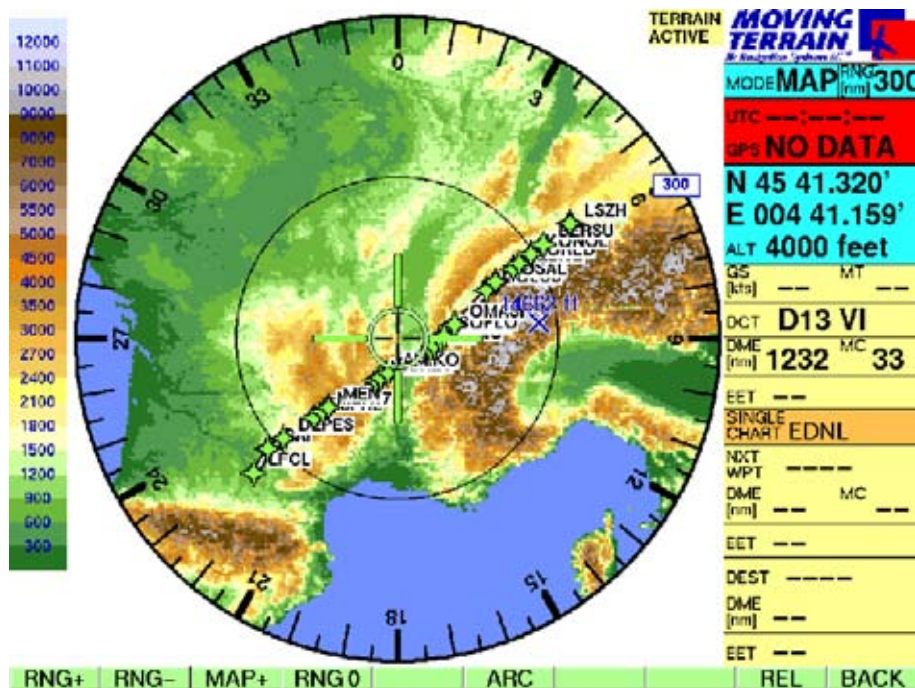
IV.2 The Flight Log

INS adds the flight plan in the NAV RTE page

NAV RTE PAGE

WAYPOINT ID	ALT	MC	LEG DIST	TOT DIST	LEG TIME	EET
LDZD		---	0	0	00:00	00:00
ULPIN	FL200	318	46	46	00:23	00:23
CRE	FL200	317	16	62	00:04	00:28
PUL	FL200	266	21	83	00:06	00:34
ROTAR	FL200	297	45	128	00:13	00:48
AKADO	FL200	279	21	150	00:06	00:54
INBUT	FL190	279	25	175	00:07	01:01
VIC	FL190	321	17	191	00:05	01:06
ALESE	FL200	342	40	231	00:11	01:19
BZO	FL200	341	12	243	00:03	01:22
UNIMI	FL200	334	26	269	00:07	01:30
TUTAL	FL200	0	5	275	00:01	01:32
NIGEB	FL200	0	8	283	00:02	01:34
MOGTI	FL200	319	23	306	00:06	01:41
NESES	FL190	324	12	318	00:03	01:44
OSDER	FL160	57	16	334	00:04	01:48
DISUN	FL120	37	14	347	00:04	01:50
EDMA		347	34	382	00:10	02:00

CRUISE SPEED 200 knots

→ navRTE

| IFRrte | VFRrte | GOTO | ICPT | DCT | DEL | AUXRte | | DOWN | BACK |

MODE **FLT** 200% 65%

UTC --:--:--
GPS **NO DATA**
N 47 36.345'
E 010 41.449'
ALT -----
GS [kts] -- MT --
DCT
DIST [nm] -- MC --
EET --
SINGLE CHART LIMP01V
NXT WPT ----
DIST [nm] -- MC --
EET --
DEST ----
DIST [nm] --
EET --

- • ALT   Flight level between two way points.
- • MC   Magnetic course.
- • EET   The time required to reach a way point.
- • Leg time The time required to travel between two way points.
- • Tot Dist   The distance completed up to the way point so far.
- • Leg Dist   The distance between two way points.

The leg distance, the leg time and the magnetic course of one way point (in each row of the flight log) refers to the way point itself. i.e. the displayed MC is the one that may be used to travel to this way point itself.

The flight level to be taken between two way points is displayed in the ALT field.

In the EET and the first Leg Time fields, the time required to climb to altitude is considered. For each 100 feet, 30 seconds is automatically added.

When the flight log is printed using the Print button, the whole plan is printed, even though it may not all be displayed on the screen.

MT ROUTING Page 1/1

WAYPOINT ID	ALT	MC	LEG DIST	DIST	LEG TIME	EET
LDZD		---	0	0	00:00	00:00
ULPIN	FL280	318	46	46	00:29	00:29
CRE	FL280	317	16	62	00:05	00:34
PUL	FL280	266	21	83	00:07	00:41
NAKIT	FL300	309	27	110	00:08	00:51
PEVAL	FL300	309	11	121	00:03	00:55
BABAG	FL300	309	7	128	00:02	00:57
NIVAS	FL300	309	47	175	00:15	01:13
VESAL	FL300	319	38	213	00:12	01:25
OGEPI	FL300	326	28	241	00:09	01:35
ATRIG	FL300	326	7	248	00:02	01:37
SOTOV	FL300	325	4	252	00:01	01:38
NIGEB	FL280	326	10	262	00:03	01:41
MOGTI	FL250	319	23	285	00:07	01:47
NESES	FL190	324	12	297	00:03	01:48
OSDER	FL160	57	16	313	00:05	01:52
DISUN	FL120	37	14	327	00:04	01:54
EDMA		347	34	361	00:11	02:06

* EET calculation based on a speed of 180 knots

IV.2.1 DIRECTs in flight log

For each point in the flight log, it is possible to insert a DIRECT or intercept point.
- Using UP/DOWN to reach the WPT on the plan required, DCT or ICPT may now be pressed as desired.

IV.2.2 Speed variations and their affects on the flight log

- navRTE -> AUXRte the speed field is already active (field background is green).
- Input the speed via the keys.
- Copy the ground speed from the GS field on the info bar on the screen into the speed field on the flight log page.

IV.3. Verifying the routing

BACK   (back to INSERT ROUTE page)
INS   insert current route in NAV Route page
              (only this route is now listed)
Display of all route points
Move from point to point using UP/DOWN

GOTO   jump to a particular point
ICPT   define an Intercept
DCT   define a DCT

Choose a point in the middle of the routing and jump there with GOTO.
Select VIEW MFD and set the range so the entire route can be viewed.
On the screenshot shown below, the TAWS ABS mode has been selected. This
was done by pressing VIEW -> MFD -> TAWS ON -> TAWS ABS.
As an alternative CHART SING.CH >> OVERVIEW displays the Europe over-
view map and the route can be viewed there.
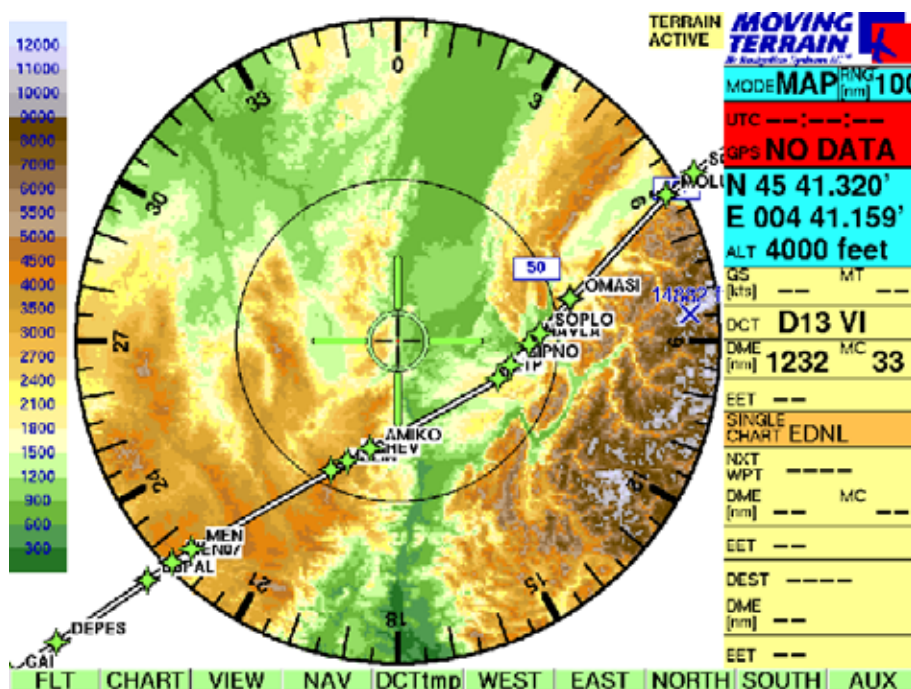
The online connection is held for 90 seconds unless it is disconnected by DIAL-
UP HANG-UP. This allows immediate activation by pressing SUBMIT without
a new dial up process.If this time limit is exceeded, the modem (telephone)
again dials up an MT server in order to perform the activation.

New buttons in the menu bar following successful routing:

- ✓ **SUBMIT**   Activate the flight plan and transfer it to the European central computer

- ✓ **CNCL**   Cancel the active flight plan. Only the status of the flight plan is changed, it remains stored on the device.

- ✓ **STATUS**   Query current status of the flight plan on the European central computer

IV.4. Workarounds

✓ Change of flight rules

If a route cannot be found it is sometimes advantageous to calculate a routing to the next IFR airport and to enter the actual destination as the alternate. This is not caused by erroneous software, but rather is due to the fact that large airlines take precedence for an approach to an IFR airfield. Often a change in flight rules to W is sufficient to avoid this occurrence.

✓ Flightlevel

Restrictions depending on flight levels lead to varying routings.
If no routing can be found or you do not like the routing found,
try to vary the flight level in order to find alternate routings.

✓ **Problematic Routings**

There are restrictions on the part of IFPS that make finding some routings impossible or very difficult. The system cannot create impossible routings. (e.g. a message that the flight is not on a "mandatory" route segment, at the same time there is a restriction for this segment).

✓ **Error message handling**

Errors are detected by the server and are displayed in the message panel. If errors occur, connection with the server is maintained. In this way, the pilot can correct the errors and can also work on other flight plan tasks.

V. Activation, Cancellation and Status Query

V.1. Activating a flight plan

Once having received a 'Routing OK' the flight plan can be activated by pressing **ACTIV**. When it has been activated it is directly in the Eurocontrol system.

There are two ways to activate a flight plan:
1. Within 90 seconds of receiving the routing by using the still active dial-up connection.
2. At any time by again dialing an MT server.

After entering ROUTE the symbol at the top right turns yellow.

This means that the procedure has been initiated, but no confirmation of the activation has been received.

If the connection drops during this critical phase, the display remains yellow and a query (**STATUS**: see IV.3) of the status of the flight plan must be submitted.

The response time depends on the duration required by the Eurocontrol server to integrate the flight plan into the system. Usually this takes about 30 seconds. In the past there was a waiting time of about 30 minutes when the flight plan was handled manually by Eurocontrol. Since January 2008, this waiting time no longer occurs.

At peak times the response can be delayed depending on the workload and availability of the Eurocontrol server.
When the flight plan has been successfully entered into the Eurocontrol system, the display changes from yellow to green. The modem connection is disconnected.

If the flight plan is not accepted by Eurocontrol (e.g. at the same time as there is another active flight plan), then the information line displays a message FLIGHTPLAN REJECTED and the symbol changes from yellow to white with a message ROUTING OK.

V.2. Cancelling a flight plan

Once a flight plan has been activated it can be deleted from the Eurocontrol system by pressing the key
- ✓ **CNCL**

The response time once again depends on the reaction time of the Eurocontrol server and in rare cases may take up to 2 minutes.

The symbol changes from green to yellow while waiting for the response.

If the flight plan has been successfully cancelled, a message FPL CANCELLED is displayed.
The information icon changes from yellow to white.

Very occasionally, after cancelling a flight plan, the status can be unclear. If this occurs, please call Moving Terrain.

V.3 Delay

The DELAY function may be used to postpone your departure time. The DELAY button will not appear on the screen until the flight plan is active.

Use the DELAY function to postpone your flight in time slots from +15 minutes to +20 hours. A delay of +20 hours may change the date of the flight plan. In this case, the delay will not be accepted by Eurocontrol, and the flight plan will be deleted from their system. If this will be an inconvenience, we recommend that you only postpone your flight to later in the same day.

Inputting the delay:
After successful activation of the flight plan, the ACTIV button changes to DE-LAY. When the pilot presses this button, the cursor moves to the 'input time' field ''hh''. It is then possible to change the time. The NEXT button is then displayed and the cursor moves to the 'input date' field, and then after the date has been inputted, back to the time field ''hh''.

Sending the delay:
By pressing DELAY again, the new time and date are sent to the server. The NEXT button disappears and the FPL form cannot be edited any longer. The information icon changes colour to yellow (DELAYING) and then to green (AC-TIVE) when the delay has been successfully applied. The FPL is now available to Eurocontrol with the new time and date.

If the delay is not handled instantly a message is displayed: ''No answer received yet from EC''. In this case, the delay has to be requested again by a STATUS request.

V.4. Querying the status of a flight plan

If the status of a flight plan is unclear or one wishes to assure oneself that the flight plan really no longer is in the system, it can be queried with the help of the key

✓ **STATUS**

Again, the response time depends on the reaction time of the Eurocontrol server.
The query responds with FPL ACTIVE or ROUTING OK.

V.5. Overview of status display

	No Routing There is no routing		**Status Requesting** Status request for the FPL
	Routing OK Not Active Routing exists, FPL not active, canceled or rejected		**Activating** FPL is being activated, status has not yet been received

	FPL Active Flightplan is active and in the Eurocontrol system		**Cancelling** FPL is being cancelled, status has not yet been received
	Delaying A delay has been entered for the FPL		**Routing OK Cancelled** Routing OK, FPL has been active and was cancelled
	Expired Flightplan is expired		

V.6 Info : METAR/TAF, Slots and Messages

By pressing the INFO button a message panel is displayed on the flight plan form page. Information for the current flight plan (METAR & TAF from Departure Airport, Destination Airport and Alternate Airport) are shown.

Data is automatically loaded after pressing ROUTE. The mobile telephone or satellite telephone connection must be maintained during the phase. (The feature is only available in the professional account. In the basic account, METAR & TAF and SLOT data is not sent.

METAR/TAF

From METAR of the Departure Airport the current time is displayed in the FPL (if available). If a slot or a message is available, ''yes'' is displayed in the FPL form.

SLOTs

If there is slot information this is also shown (only airway slots, airport slots are not assigned by Eurocontrol). SLOTs cannot be requested actively from Eurocontrol but they are assigned. They may also be assigned after the start time of the FPL, so please check SLOTs again just before take off by pressing UPD.

MESSAGES

Messages are also displayed (NOTAMS etc.)

- **UPD**

There is a UPD button to update all the information on the screen.

If you keep the the UPD-Button pressed, all info-data will be refreshed in the display.
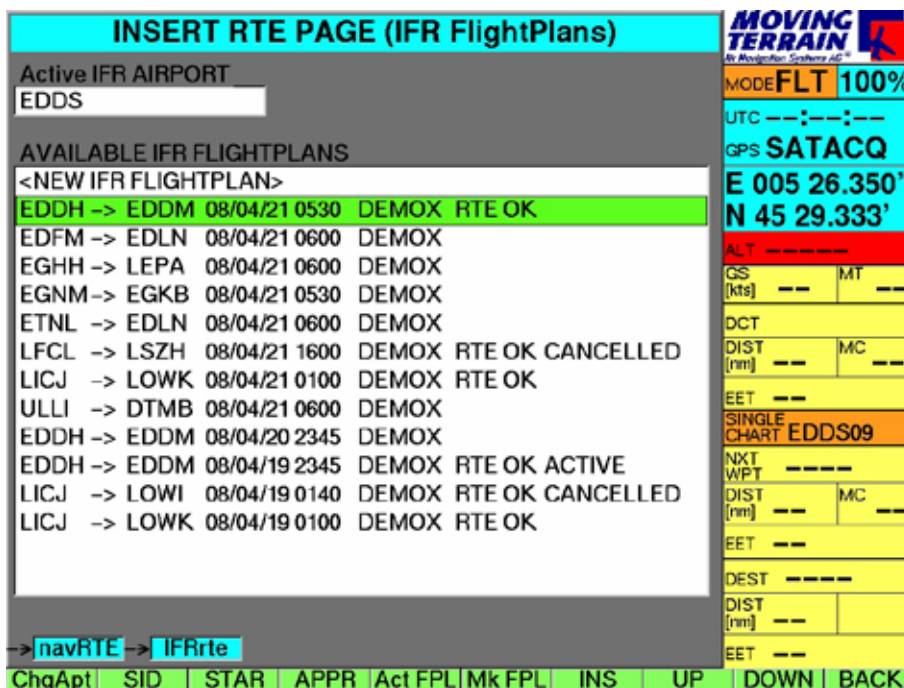
VI. Synchronizing flight plans

With the acquisition of the Blitzplan module, an access to the Online Blitzplan is provided at www.blitzplan.de, allowing the online creation and activation of flight plans.
Currently the flight plans created on the device can be accessed in Online Blitzplan.
With Version 7.1 it is now also possible to download flight plans created online to the device.

To download the flight plans created online onto the device, switch to the flight plan listing (key FPL).

This will display the usual list of existing flight plans. Beginning with Version 7.1 there will be an additional button

✓ **ActFpl**

Press this key to go to the synchronization display.
Have your access data for Online Blitzplan available that were sent to you by email or fax with the Blitzplan module.

When operating the device in the cockpit, the aircraft in use is the only one that should be referred to Eurocontrol. For this reason, the registration procedure differs slightly from the online version, as follows:
Online version: Login using either username or aircraft registration number and password.
MT-VisionAir: Login using only aircraft registration number and password.

A further difference is that the online version of Blitzplan will show flight plans for all aircraft registered on that account. On the MT unit, only the flight plans of the aircraft whose identification number that is used are displayed.

VI.1 Synchronization

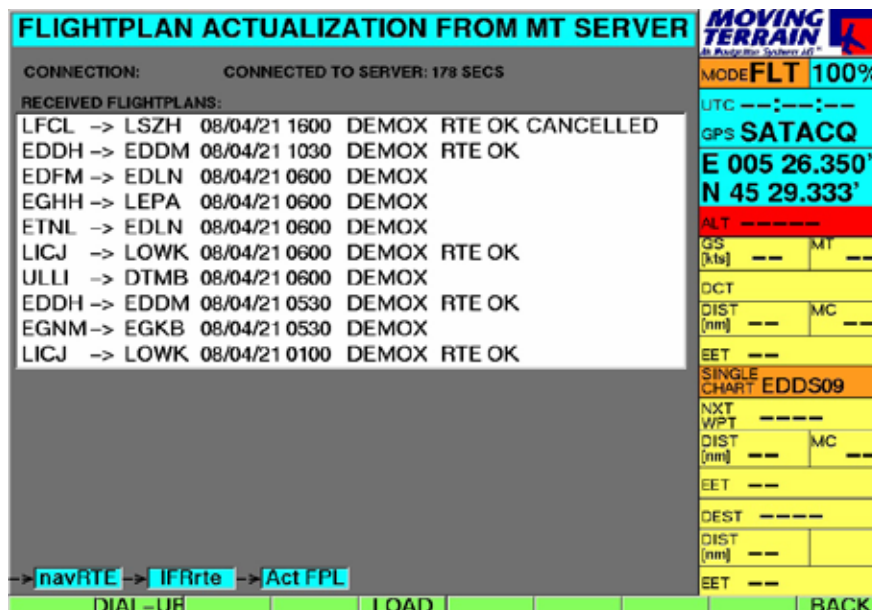The ✓ **ActFpl** leads to the synchronization display.
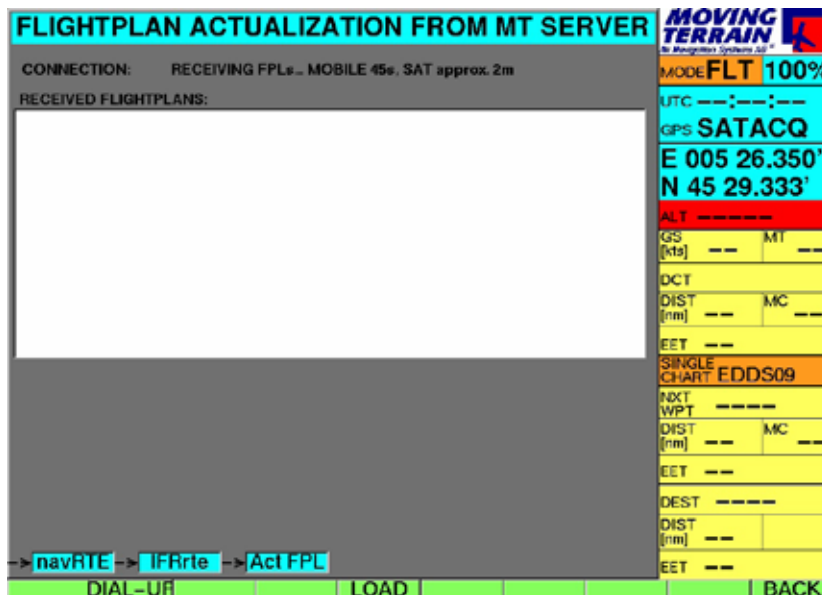
Enter your access data for Online Blitzplan:

ACFT IDENT:	your aircraft tail number (without a dash)
USER PASSWORD:	appropriate password

and press ✓ **LOAD**

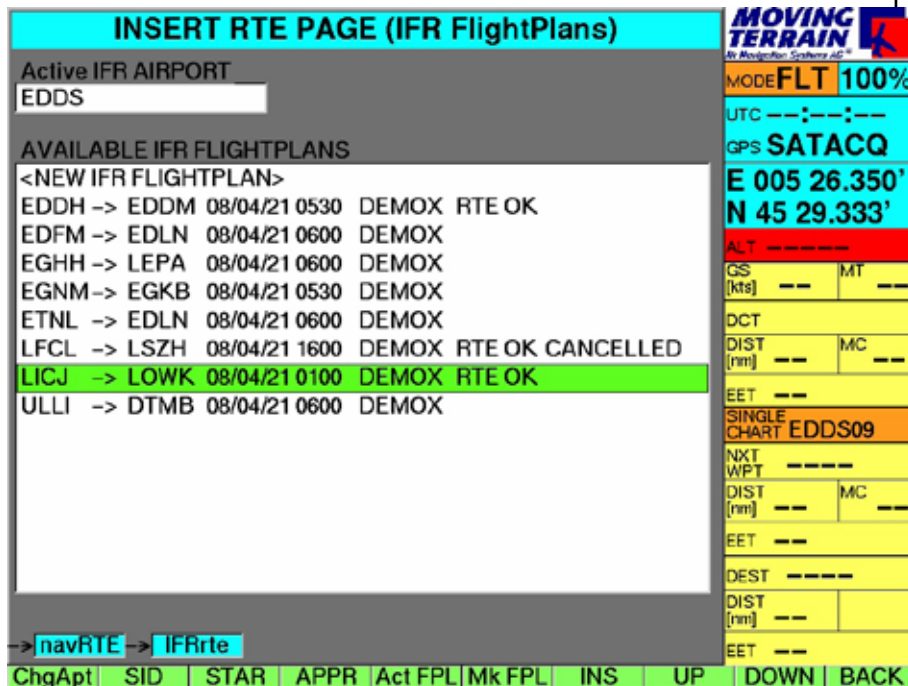The device connects to the MT server and downloads the last 10 flight plans.

The data transfer usually takes about 30 seconds, but may vary according to the speed of the connection. After the download of the flight plans the connection is automatically terminated.

Please be aware:
At the beginning of synchronization all existing flight plans on the device are deleted. However, as these were stored in the online database when they were created, they are not lost. The 10 latest FPLs for the registered are loaded. If there are no flight plans for your current aircraft, a message is displayed: ''No FPLs for this aircraft''.

It can occur, though, that the connection is interrupted and no data was transferred during synchronization. In this case there will be no flight plans available on the device for a short period. The download procedure should then be restarted.

Once the flight plans have been completely downloaded, switch to the flight plan listing with the key ✓ **BACK** and continue working as usual.