

# MT - Blitzplan User manual

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## I. General Information

***With the development of the MT-Blitzplan, Moving Terrain has considerably reduced pilot workload. Since this is a new procedure, please study the general information carefully before filing flight plans with this module.***

### **Filed flight plans are immediately active!**

The first change for the pilot is the immediate activation of the flight plan! The flight plan no longer needs to be filed an hour in advance of departure, or up to three hours in advance in foreign countries. ***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 approximately 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.

### **„Y“ Flight Plans (IFR->VFR)**

If an acceptable solution cannot be achieved when calculating a route to a VFR airport (so „Y“) it is sometimes advantageous to calculate a routing to an IFR airport and declaring the actual destination as an alternate. This is not a result of imperfect software, but rather has to do with the fact that large airlines are given priority when approaching an IFR airport.

### **Difficult Routings**

There are restrictions within IFPS that make it very difficult or impossible to find a routing. The system cannot create impossible routings (e.g. reporting not being on a „mandatory“ route segment and at the same time receiving a restriction for this segment).

## II. The Input Mask

The input mask is called up in the following way:

- ☞ NAV
- ☞ NEXT
- ☞ NEXT (solange NEXT bis man im Routenfenster unten steht)
- ☞ USER
- ☞ FDI

Bundesrepublik Deutschland		FLIGHTPLAN			
ORIG.	MT	TEL	0837692140		STATE
E-MAIL	NAVDATA@MOVING-TERRAIN.DE		FPL	SLOT	INFO
ACFT IDENT-	DEFRH	FLT RULES-	Z	TYPE OF FLT-	G
NUMBER-	1	ACFT TYPE-	C10T	/WAKE TURB. CAT-	L
DEP. APT-	LFCL	DEP. TIME-	14 : 00	EQUIP	SYR
SPEED -	N0180	LEVEL-	FL170	DOF (YY/MM/DD)	06 / 06 / 09
ROUTE-					
DEST APT-	EDDM	EET-	03 : 09	ALT APT-	LSZR
2nd ALT APT-					
OTHER INFO					
TMP TEL	12345678				
ENDUR.-E/	04 : 00	PERS.ON BRD-P/	002	EMERGRADIO-R/	U HF: V HF: E LT
SURV.EQUIPM	S / P D M J	JACKETS	J / L F U V		
DINGHIES	D / NR	CAP.-	G	-COLOUR	
ACFT COL. A/	WHITE		PILOT C/	MUSTER	
ROUTE DIAL-U/	CLR	CHAR	PREV	NEXT	<< >> BACK

The fields ORIG (Originator), TEL (Telephone number), ACFT IDENT und ACFT TYPE are permanently stored in the Single User version.

Blue shaded fields are data that are rarely changed.

Yellow fields are data that in general must be modified for every flight.

Basically all colored fields are required.

As long as all required fields have not been completed, the button ROUTE remains hidden. Only when all the data has been entered will the system allow requesting a routing.

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

**Originator + Telephone number**

ORIG. MT

TEL 0837692140

These fields contain your assigned user name and the telephone number on the registration. Once these data have been entered, they are permanently stored in the input mask.

**e-mail address**

E-MAIL NAVDATA@MOVING-TERRAIN.DE

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

**Aircraft ID**

ACFT IDENT- DEFRH

This is also entered once, without a dash. It is then permanently stored (Single User License).

**Flight rules**

FLT RULES- Z

Valid input is Z (VFR->IFR), Y (IFR->VFR), I (IFR). The option V for VFR is not yet available.

**Type Of Flight + Number**

TYPE OF FLT- G

NUMBER- 1

Type Of Flight: usually G (for General), Number: number of aircraft in the formation.

**✎✎ Type of aircraft****ACFT TYPE-** C10T

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

**✎✎ Equipment + ✎✎ Wake Turbulence Category****EQUIP** SYR / C**WAKE TURB. CAT-** L

Enter the category of your aircraft in the field Wake Turbulence Category. The field Equipment contains the equipment of your aircraft. Up to 5 elements may be entered here. The meaning of the individual letters can be looked up in the appropriate ICAO document. Please be aware that incorrect declaration of equipment or a missing component can lead to rejection of the flight plan, e.g. „W“ for flights above flight level 280 (RVSM Airspace).

**✎✎ Departure Airport + ✎✎ Departure Time****DEP.APT-** LFCL**DEP.TIME-** 14 : 00

Enter the 4 letter ICAO designator of the departure airport. If it is not known the Back key will take you back to the Nav page at any time where the ICAO code can be found. Previous entries will be maintained. Departure time is in UTC.

**✎✎ Date of flight (DOF)****DOF (YY/MM/DD)** 06 / 06 / 09

This is a **required** field containing the date of the flight in the format YY/MM/DD. 06/06/09 would mean 2006/June/09, i.e. June 9, 2006.

**✎✎ Cruise Speed****SPEED -** N0180

This field contains the cruise speed in the format N0(knots). N0 always remains in the field. Only a 3 digit value for speed (in knots) need be entered.

  **Flight level****LEVEL-** **FL170**

The 3 digit value for the requested cruising altitude is entered here. The route calculated may deviate from this altitude, however it will be highlighted in the route window. The letters FL are permanent.

  **Destination Airport****DEST APT-** **EDDM**

The ICAO designator of the destination airport is entered here.

  **Destination Airport****EET-** **03** : **09**

As soon as the designators for the departure and destination airports have been entered, the system automatically calculates an EET. It can be modified by the user at any time, however after many tests this is not recommended.

  **Alternate Airport****ALT APT-** **LSZR**

ICAO designator of the alternate airport. At least one alternate airport must be entered.

  **Temporary Telephone****TMP TEL** **12345678**

A phone number where the pilot can be reached in case of problems with the flight plan or further inquiry from Eurocontrol.

  **Endurance****ENDUR.-E/** **04** **00**

Indication of how long the aircraft can remain airborne. This value is entered automatically and set higher than the EET. **Important: verify correct value.**

### Persons on Board

PERS.ON BRD-P/ 002

3 digit number indicating number of persons on board the aircraft. 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

The values of these fields can be activated when the field is highlighted by clicking the appropriate letter on the template. To indicate that the aircraft is equipped with a UHF Emergency Radio click on „U“. To deselect the field click „U“ again.

### Rettungsboote (Dinghies)

DINGHIES D /NR  CAP.-  - C -COLOUR

Dinghies are indicated as follows: NR: 2 digit number of boats. CAP (Capacity) for the number of passengers that a boat can contain as a 3 digit number. Color: enter the color of the dinghies. **Important: without dash.**

### Farbe des Luftfahrzeuges

ACFT COL. A/ WHITE

Designation of color of aircraft **without dash**. A valid entry would be RED WITH GREEN STRIPES

### Name of pilot

PILOT C/ MUSTER

Surname without dash

## II.1 Requesting a Routing

When all the data has been correctly entered the button **ROUTE** appears on the menu list on the left.

Bundesrepublik Deutschland		FLIGHTPLAN	
ORIG.	MT	TEL	0837692140
E-MAIL	NAVDATA@MOVING-TERRAIN.DE		STATE
AGFT IDENT	DEFRH	FLT RULES	Z
NUMBER-	1	AGFT TYPE-	C10T
DEP.APT-	LFCL	DEP.TIME-	14 :00
SPEED	N0180	LEVEL	FL170
ROUTE			
DEST APT-	LSZH	EET-	02 :23
ALT APT-	LSZR	2nd ALT APT-	
OTHER INFO			
TMP TEL	12345678		
ENDUR.-E/	03 00	PERS.ON BRD-P/	002
EMERG.RADIO-R/	U HF/	Y HF/	E LT
SURV-EQUIPM	S / P / D / M / J	MARKERS	J / I / F / U / V
DINGHIES	D / NR	CAP.-	C - COLOUR
AGFT COL. A/	WHITE	PILOT C/	MUSTER
ROUTE DIAL-UF	CLR	CHAR	PREV
			NEXT
		<<	>>
			BACK

-  **ROUTE** Request the routing, send data to the MT server
-  **DIALUP** Adjust the dial up profile + option for manual disconnect
-  **CLR** Delete last character (like backspace)
-  **CHAR** Insert special characters (@)
-  **PREV** Move to previous field
-  **NEXT** Move to next field
-  **<<** Switch to previous flight plan
-  **>>** Switch to next flight plan
-  **BACK** Return to NAV page

**The various phases of the routing request:**

**1) DIALING**

Initialize phone connection, dial up MT server, 20 seconds      20 sec.

**2) SYNCHRONISING**

Match and identification at the MT server, 5-10 seconds      5-10 sec.

**3) CONNECTED**

Match successful, prepare for data transfer      5 sec.

**4) SENDING FPL DATA**

Flight plan data are sent to the server,      15 sec.

**5) USER AUTHENTICATION**

Transferred data are processed, license is checked,      10 seconds

**6) LOOKING FOR ROUTE**

A route for the transferred data is calculated and immediately checked for validity,      10-60 seconds

**7) FLIGHTPLAN ACKNOWLEDGED**

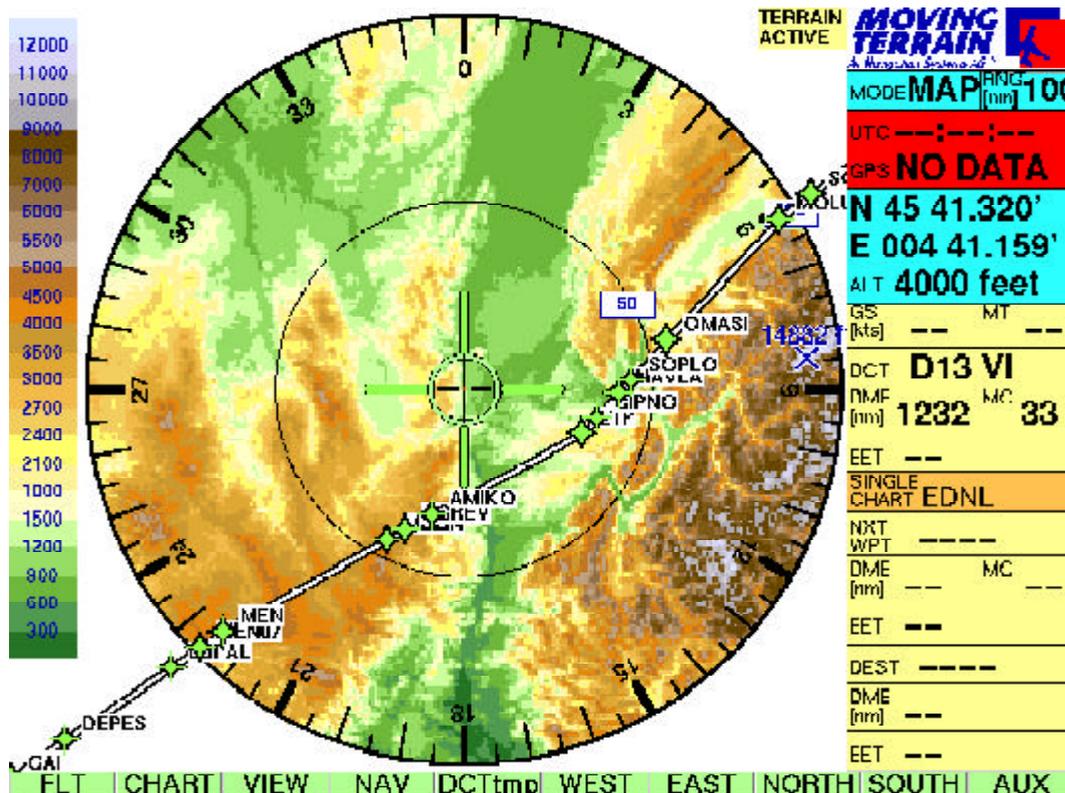
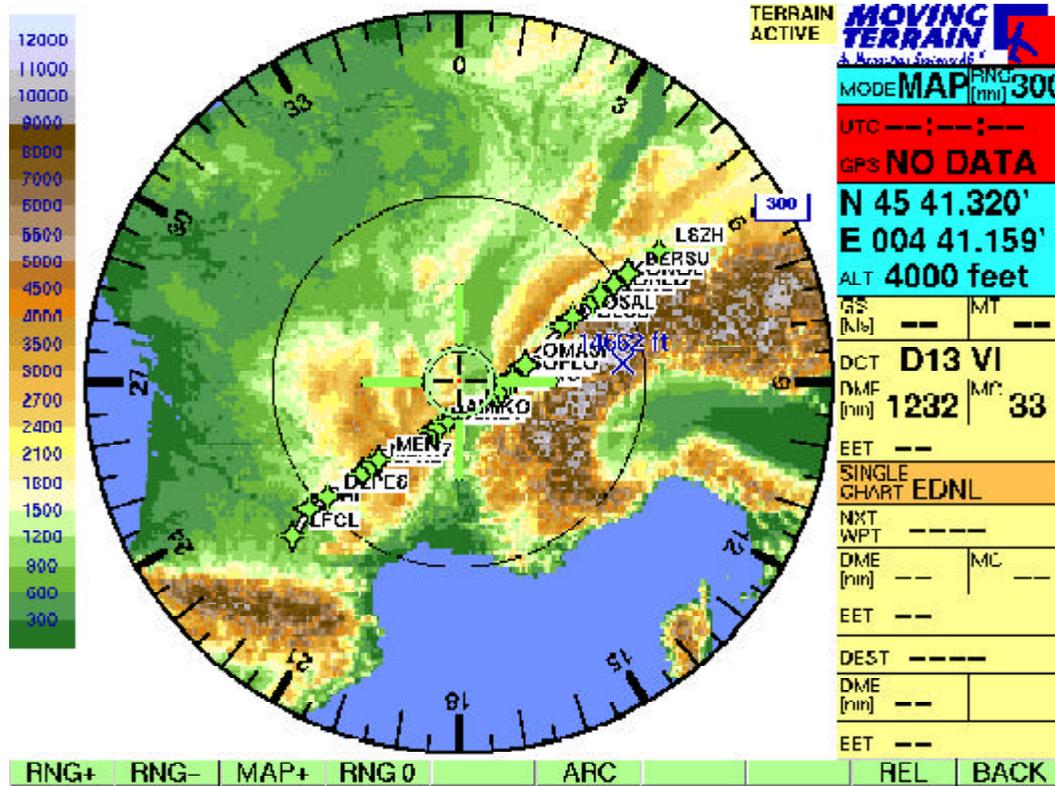
If the flight plan is valid but not yet active ! the calculated route is returned      5 seconds

**8) FLIGHTPLAN RECEIVED**

All flight plan data were successfully transferred. The plan is ready to be activated. The routing is displayed in the field Route.  
The route is immediately inserted in the FMS window and displayed on the map.

Bundesrepublik Deutschland		<b>FLIGHTPLAN</b>	
ORIG. MT	TEL 0837692140	FPL	SLOT INFO
C-MAIL NAYDATA@MOVING-TERRAIN.DC	STATE	FLIGHTPLAN RECEIVED:	
ACFT IDENT- DEFRH	FLT RULES- Z	TYPE OF FLT- G	
NUMBER- 1	ACFT TYPE- C10T	WAKE TURB CAT- L	EQUIP SYR C
DEP. APT- LFCL	DEP. TIME- 14 : 00	DOF (YYMMDD) 06 06 09	
SPEED - N0180	LEVEL- FL170	ROUTE- LFCL-DCT-GAI-G5-MEN-G53	
-LTP-N871-BERSU-BERSU1G-LSZH			
DEST APT- LSZH	EET- 02 : 23	ALT APT- LSZR	2nd ALT APT-
OTHER INFO			
IMP TEL T2345678			
ENDUR.-E/ 03 00	PERS.ON BRD-P/ 002	EMERG.RADIO-R/ U HF: V HF: E LT	
SURV.EQUIPM S P D M J		JACKETS J L F U V	
DINGHIES D /NR CAP- - C -COLOUR			
ACFT COL. A/ WHITE		PILOT C/ MUSTER	
EDIT DIAL-UFSUBMIT		CNCL STATUS	L-RTE << >> BACK

The route is immediately inserted in the FMS window and displayed on the map. The connection to the server is maintained for 180 seconds to allow inspection of the route before it is activated. If this time limit is exceeded, the modem (telephone) again dials up an MT server in order to perform the activation.



## II.2 Activating a flight plan

After receiving a routing, the flight plan can be activated by pressing the **SUBMIT** button. When it has been activated it is located directly in the Eurocontrol system. There are two options to activate the flight plan:

1. Within 3 minutes of receiving the routing by means of the still active telephone connection.
2. At a later time by redialing an MT server.

Bundesrepublik Deutschland		<b>FLIGHTPLAN</b>	
ORIG. MI	TEL 0837692140	FPL	SLOT INFO
E-MAIL NAYDATA@MOVING-TERRAIN.DE	STATE	SENDING ACCEPT	
ACFT IDENT- DEHH	FLT RULES- Z	TYPE OF FLT- G	
NUMBER- 1	ACFT TYPE- C10T	AWAKE TURB. CAT- L	EQUIP SYR C
DEP. APT- LFCL	DEP. TIME- 14 00	DOF (YYMMDD) 05 06 09	
SPEED N0180	LEVEL FL170	ROUTE LFCL-DCT-GAI-C5-MEN-C53	
-LTP-N071-BERSU-BERSU10-LSZH			
DEST APT- LSZH	FFT- 02 23	ALT APT- LSZR	2nd ALT APT-
OTHER INFO			
TMP TEL 12945678			
ENDUR- E/ 03 00	PERSON BRD- P/ 002	EMERG RADIO- R/ U HF/ V HF/ E LT	
SURV EQUIP S P D M J	JACKETS J L F U V		
DINGHIES D /NH	CAP- - C -COLOUR		
ACFT COL A/ WHITE	PILOT C/ MUSTER		
EDIT DIAL UFSUBMIT		CNCL STATUS	L RTE << >> BACK

The symbol at the top right becomes yellow after pressing Submit.

This means that the process has been initialized, however confirmation of the activation has not yet been received.

If the connection during this critical phase is disrupted, the display remains yellow and an inquiry (**STATUS:** see II.4) about the status of the flight plan must be sent.

Response time is dependent on the time required by the Eurocontrol server to integrate the flight plan in the system.

When the flight plan has successfully been entered into the Eurocontrol system, the display changes from yellow to green. The modem connection is disconnected.

Since the flight plan can also be activated at a later time, e.g. the routing has been created on the previous day and only activated shortly before departure, the complete route can be loaded into the FMS window at any time by pressing the **L- RTE** button.

Bundesrepublik Deutschland		FLIGHTPLAN			
ORIG.	MT	TEL	0837692140		STATE
E-MAIL	NAVDATA@MOVING-TERRAIN.DE				TEST MODEM...
ACFT IDENT	DEFRH	FLT RULES	Z	TYPE OF FLT	G
NUMBER	1	ACFT TYPE	C10T	WAKE TURB. CAT	L
DEP. APT	LFCL	DEP. TIME	14:00	EQUIP	SYR
SPEED	N0180	LEVEL	FL170	DOF (YYMMDD)	06/06/09
ROUTE - LFCL-DCT-GAI-G5-MEN-G53					
-LTP-N871-BERSU-BERSU1G-LSZH					
DEST APT	LSZH	EET	02:23	ALT APT	LSZR
OTHER INFO					
TMP TEL 12315678					
ENDUR.-EI	03:00	PERS.ON BRD-P/	002	EMERG.RADIO-R/	U HF/ V HF/ E LT
SURV.EQUIPM	S/P/D/M/J	JACKETS	J/L/F/U/V		
DINGHIES	D/NR	CAP.-	C	-COLOUR	
ACFT COL. A/	WHITE		PILOT G/	MUSTER	
EDIT DIAL-UH SUBMIT CNCL STATUS L-RTE << >> BACK					

If the flight plan is not accepted by Eurocontrol (e.g. there is another flight plan at the same time), the info line displays FLIGHT PLAN REJECTED and the symbol changes from yellow to white.

II.3 Canceling a flight plan

Once a flight plan has been activated it can be deleted from the Eurocontrol system by pressing the

 **CNCL** button

Bundesrepublik Deutschland		<b>FLIGHTPLAN</b>				
ORIG.	MT	TEL	0837692140		STATE	
E-MAIL	NAVDATA@MOVING-TERRAIN.DE				SENDING CANCEL	
ACFT IDENT-	DEFRH	FLT RULES-	Z	TYPE OF FLT-	G	
NUMBER-	1	ACFT TYPE-	C10T	WAKE TURB. CAT-	L	
DEP. APT-	LFCL	DEP. TIME-	14 : 00	EQUIP	SYR	
SPEED -	N0180	LEVEL-	FL170	DOF (YY/MM/DD)	06 / 06 / 09	
ROUTE-	LFCL-DCT-GAI-G5-MEN-G53					
-LTP-N871-BERSU-BERSU1G-LSZH						
DEST APT-	LSZH	EET-	02 : 23	ALT APT-	LSZR	
OTHER INFO						
TMP TEL 12345678						
ENDUR.-E/	03	00	PERS.ON BRD-P/	002	EMERG.RADIO-R/	
SURV.EQUIPM		S	P	D	M	J
JACKETS		J	L	F	U	V
DINGHIES	D	NR	CAP.-	G	COLOUR	
ACFT COL. A/	WHITE				PILOT C/	
					MUSTER	
EDIT		DIAL-UP		SUBMIT		
CNCL		STATUS		L-RTE		
<<		>>		BACK		

Again the duration of the response depends on the reaction time of the Eurocontrol server and in rare cases can be up to two minutes.

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

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

II.3 Querying the Status of a Flight Plan

If the status of a flight plan is uncertain (yellow icon) or one wishes to verify that the flight plan really is no longer in the system, the status can be queried with the button

 **STATUS**

Bundesrepublik Deutschland		FLIGHTPLAN			
ORIG: MT	TEL: 0837692140	FPL	SLOT	INFO	
E-MAIL: NAVDATA@MOVING-TERRAIN.DE	STATE		TEST MODEM...		
ACFT IDENT: DEFRH	FLT RULES: Z	TYPE OF FLT: G			
NUMBER: 1	ACFT TYPE: C10T	WAKE TURB. CAT: L	EQUIP: SYR	C	
DEP. APT: LFCL	DEP. TIME: 14:00	DOF (YY/MM/DD): 06/06/09			
SPEED: N0180	LEVEL: FL170	ROUTE: LFCL-DCT-GAI-G5-MEN-G53			
-LTP-N871-BERSU-BERSU1G-LSZH					
DEST APT: LSZH	EET: 02:23	ALT APT: LSZR	2nd ALT APT:		
OTHER INFO					
TMP TEL: 12345678					
ENDUR.-E: 03:00	PERS.ON BRD-P: 002	EMERG.RADIO-R: U HF/V HF/E LT			
SURV.EQUIPM: S/P/D/M/J		JACKETS: J/L/F/U/V			
DINGHIES: D/NR		CAP.-		C-COLOUR	
ACFT COL. A: WHITE		PILOT G: MUSTER			
EDIT DIAL-UH		SUBMIT		CNCL STATUS	
L-R/E		<<		>>	
BACK					

Again the response time is dependent on the reaction time of the Eurocontrol server. The query results in a response of FPL ACTIVE or FPL NOT ACTIVE.

