

# **AVIATOR'S GUIDE**



## **FLIGHT PLANNING**

November 13, 2002

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# OPTIMUM PATH AIRCRAFT ROUTING SYSTEM (OPARS) *Version 3.0*

## PURPOSE

The primary purpose of OPARS is to provide a flight planning service to the Naval and Marine Corps Aviation communities. A recommended customized flight plan is provided by using high-speed supercomputers to analyze the latest environmental forecast data and compute the most fuel efficient flight profile for a specific aircraft configuration.

OPARS recommendations can be used in many ways. The program can be used to calculate:

- Amount of fuel required to arrive at destination with a specified reserve
- Maximum time on station
- Maximum cargo/stores for a particular flight
- Amount of fuel needed to “top off” for in-flight refueling
- Mandatory overwater reporting positions
- Fuel usage for specific route and/or altitude
- Plus other options made available because of flight crew requirements and recommendations

The OPARS graphical user interface has been designed to work with the Microsoft Windows operating system and take advantage of the graphics capability of your personal computer. The OPARS flight planning software executes on a Fleet Numerical Meteorology and Oceanography Center OPARS computer to provide fast access and quick turnaround. Communications functions are included as part of the software to allow you to interface with the workstation. Access to the host computer is available via NIPRNET, SIPRNET, or Internet connectivity.

The following pages will **briefly** describe how OPARS works and how you can get a computer flight plan.

## PROGRAM DESCRIPTION

For a computer to calculate an accurate flight plan, several areas must be taken into consideration:

- The specific aircraft airframe, engine(s), and drag configurations must be available.
- The winds and temperatures must be accurately forecast for the actual time of the flight.
- The air route structure must be current.

The computer program can then simulate the flight over many possible paths and rapidly determine which profile will be the most fuel efficient.

Aircraft performance data are taken from the appropriate NATOPS or commercial manuals and the data is divided into climb, cruise, and descent profiles (See APPENDIX A for a list of the current aircraft available). The performance data for each aircraft type/variant is stored in the OPARS aircraft database. *Refer to the OPARS REQUEST EDITOR (AIRCRAFT) section on page 9 for the procedures to enter other aircraft parameters.*

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The forecast wind and temperatures are produced by sophisticated computer models at Fleet Numerical in Monterey, California. Data from many sources is collected and used to analyze and then forecast weather parameters. OPARS uses the appropriate forecasted flight level winds and temperature data for the time of your flight. This data is saved in the OPARS database and is updated every six hours. Climatology data is used for long-range planning outside the current forecast times (about seventy-two hours).

The aeronautical database includes information from the Digital Aeronautical Flight Information File (DAFIF) about the high altitude airways, low and high altitude Navaids, Waypoints, and Airports. The DAFIF provides worldwide coverage and is updated every 28 days, corresponding to the Flight Information Publication (FLIP) update cycle. Subsets of this large database for the OPARS Client software are also updated every 28 days and made available on the Fleet Numerical Web site<sup>1</sup>. This database subset allows you to graphically depict and select your routing on-screen, using a pointing device. It also increases accuracy in route selection because only valid airways are displayed for selection. *Refer to the OPARS REQUEST EDITOR (POD/POA) section on page 8 for instructions on how to select your routing.*

The OPARS Client software is used to create a flight plan request. That request is submitted to the Fleet Numerical OPARS computer for processing. While still online, the recommended custom flight plan is returned to the user in a matter of seconds. Users have the option of displaying the recommended flight plan in text or graphic form or printing the flight plan using one of the predefined output formats. *An outline of OPARS capabilities is presented in APPENDIX B.*

## REQUEST PROCEDURES

OPARS uses a series of dialog boxes to prompt the user for input regarding the desired flight plan request. Input parameters have been grouped into common dialogs and default values are used wherever possible. The following description is for a very simple flight plan request, but will point out the main dialogs and required entries.



Mandatory and optional input fields are described in APPENDIX C.

Start OPARS by double-clicking the desktop icon or, on the taskbar, click the **Start** button, point to **Programs**, and then **OPARS**. Click **OPARS 3.0**.



From the OPARS **File** menu, click **New**. This will open the OPARS REQUEST EDITOR (GENERAL) dialog.

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<sup>1</sup> FNMOC Web site – <http://www.fnmoc.navy.mil/>

## OPARS REQUEST EDITOR (GENERAL)

OPARS Request Editor(General)

Pilot's Name  
LT R.W. Smith

Unit Name  
VRX-111

Aircraft Call Sign  
Snow Slide 10

Current Date and Time  
08/12/2002 15:47:27

Number Of Legs

1 Standard Leg  
 2 Standard Legs  
 3 Standard Legs  
 4 Standard Legs  
 5 Standard Legs  
 6 Standard Legs  
 2 Standard, 1 Mission

Settings... Save  
Submit Exit

Flightplan Classification

Unclassified  
 Confidential  
 Secret

Help

LEG SELECTION is a mandatory entry. Select the number of legs (the number of POD/POA pairs, the number of takeoffs and landings) for your flight by clicking on the appropriate item.

Example:  
For a flight from North Island to Whidbey Island, then

This dialog contains the general items that apply to the whole flight plan request and are not leg specific.

**Pilot's Name** – Type the Aircraft Commander's or pilot's name in the text box (*required entry*).

**Unit Name** – The default value is displayed in the Unit Name box. A temporary value may be typed in the text box or changed permanently using **Request Defaults** on the **Config** menu.

**Aircraft Call Sign** – Type the radio call sign to be used by the aircraft on this flight.

**Current Date and Time** – The default time is obtained from the PC system clock. This time will be used to compute a default Time of Departure or Time of Arrival.

**Number of Legs** – Click the appropriate option button for the number of flight plan legs<sup>2</sup>.

**Help** – This box provides amplifying information about each parameter in the current dialog. See APPENDIX D for a description of the Help function.

**Flightplan Classification** – Default value is Unclassified. Selecting Confidential or Secret will display additional dialogs for amplifying information.

**Settings...** – Continues the build process by opening the Request Editor (Leg) dialog. Settings for Routing, Aircraft, and Fuel must be entered before submitting a flight plan request to Fleet Numerical.

**Save** – Saves the current flight plan request.

**Submit** – Submits the flight plan request for processing after verifying all mandatory fields.

**Exit** – Return to the OPARS Main menu. Normally, this will abandon all changes that have not been saved.

Click **Settings...** to proceed to the next dialog.

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<sup>2</sup> A Standard Leg includes a POD and a POA. A Mission Leg includes an In Altitude, Out Altitude, and either a Fuel Change or Length of Mission.

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### ***OPARS REQUEST EDITOR (LEG)***



This is the primary dialog for setting the parameters of each leg of your flight plan request. The Routing, Aircraft, and Fuel options contain mandatory settings and are color-coded red. Other options are color-coded blue to indicate their selection is optional. The mandatory settings may be made in any order. Once the mandatory information has been set, the color code will change from red to green. Options are keyed to the aircraft type, fuel options, and number of standard legs. Some options may be unavailable for each leg.

For our example, click **Routing** to build the navigational parameters. This will open the OPARS REQUEST EDITOR (POD/POA) dialog.

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## OPARS REQUEST EDITOR (POD/POA)

OPARS Request Editor (POD/POA) Leg #1 Of 1

Point of Departure: Airport..., Lat/Lon..., Navaid..., Rng/Brng... Airport: IMPERIAL BEACH NOLF

Point of Arrival: Airport..., Lat/Lon..., Navaid..., Rng/Brng... Airport: SAN NICOLAS ISLAND NOLF

Buttons: O.K., Cancel

Route Input Options: Manual..., Graphical..., Canned...

Flight Date And Time(GMT):  Departure  Arrival  No Time On This Leg  
GMT Date (mm/dd/yyyy): 10/31/2002 Set  
GMT Time (hhmm): 0000

Time On Ground: Hours:  Minutes:

Routing:  Save As Canned Route

Help: FLIGHT DATE AND TIME (mandatory entry) must be designated as either a Time of Departure or a Time of Arrival by clicking on the Departure or the Arrival control. The default selection is Time of Departure. The initial display

**Point of Departure** – Click either **Airport...**, **Lat/Lon...**, **Navaid...**, or **Rng/Brng...** to specify the POD. Possible Airports and Navaid are presented in lists.

**Point of Arrival** – Click either **Airport...**, **Lat/Lon...**, **Navaid...**, or **Rng/Brng...** to specify the POA. Possible Airports and Navaid are presented in lists.

**Route Input Options** – Choosing the correct routing for a flight request can be the most complicated part of the request. Click either **Manual...**, **Graphical...**, or **Canned...**. Manual routing options include Direct, Optimize, Jet Route, Rhumb Line, and On/Off Jet Routes. Routing couplets (that is, a routing option and over-point [D, KNGU]) may be typed directly into the **Routing/Navaid** box. But, the real advantage of OPARS 3.0 is the ability to graphically depict the possible routes, airports, and Navaid and to let the user dynamically build each routing segment of the flight leg. A maximum of 100 routing couplets may be entered for each leg. Also, frequently used routes can be saved as “Canned Routes” and reused. After a library of canned routes has built up, the **Canned...** option is the fastest method of submitting a flight plan request.

**Flight Date and Time(GMT)** – Select either Departure, Arrival, or No Time On This Leg. In the GMT Date box, type the desired date (mm/dd/yyyy) or use the Set button to pick the desired date from a calendar display. In the GMT Time box, type the desired time (hhmm).

**Time on Ground** – The Time on Ground option is only available for multi-leg flights. Type a value from 0-24 in the **Hours** box. Type a value from 0-59 in the **Minutes** box.

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Click **O.K.** when finished or **Cancel** to abandon the changes and return to the OPARS REQUEST EDITOR (LEG) dialog.

Now, click **Aircraft** in the OPARS REQUEST EDITOR (LEG) **Options** box.

### OPARS REQUEST EDITOR (AIRCRAFT)

The screenshot shows the 'OPARS Request Editor (Aircraft) Leg #1 Of 1' dialog box. It features a title bar, a close button, and four main buttons: 'O.K.', 'Options...', 'Sperf...', and 'Cancel'. The dialog is divided into several sections: 'Aircraft Type' with a dropdown menu showing 'C9B'; 'Operational Weight' with a text box containing '65000'; 'Drag Count' with a text box containing '0'; 'Climb' with a dropdown menu showing 'LONG RANGE'; 'Cruise' with a dropdown menu showing 'MAXIMUM RANGE'; 'Descent' with a dropdown menu showing 'FLIGHT IDLE'; 'Cargo Change Options' with three radio buttons: 'Do Not Use' (selected), 'Cargo Change Entered', and 'OPARS Calculate'; and a 'Cargo Change' text box. A 'Help' section at the bottom contains a scrollable text area with the following text: 'AIRCRAFT TYPE is mandatory entry [is entered on the first leg only]. Choose the appropriate aircraft from the list of supported aircraft. If your aircraft is not on the list, then select SPERF (Special Performance). You will be required to provide values for : Time to Climb'.

**Aircraft Type** – This is set to the **Unit Default** aircraft. To change, type or select a different aircraft from the list. For aircraft not in the database, select Sperf (Special Performance) and enter some additional parameters.

**Operational Weight** – The default value is provided from the aircraft database. To change, type the desired operational weight (in lbs.).

**Drag Count** – The default value is provided from the aircraft database. To change, type the desired drag count.

**Climb** – The default value is provided from the aircraft database. Other valid climb values may be selected from the list.

**Cruise** – The default value is provided from the aircraft database. Other valid cruise values may be selected from the list.

**Descent** – The default value is provided from the aircraft database. Other valid descent values may be selected from the list.

**Cargo Change Options** – *Do Not Use* is the default value. Click the desired Cargo Change option and type the change value in pounds in the Cargo Change box, if required. Cargo changes between legs can be indicated with + or – signs.

**O.K.** – When finished, click **O.K.** to return to the OPARS REQUEST EDITOR (LEG) dialog.

**Options...** – *Optional* dialog to enter values for **True Airspeed** and **Efficiency Factor**.

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**Sperf...** – When available, provides access to the Sperf (Special Performance) dialog to change aircraft performance parameters. Used for aircraft not in the OPARS aircraft database.

**Cancel** – Cancels all input and returns to the OPARS REQUEST EDITOR (LEG) dialog.

Click **O.K.** or **Cancel** to return to the OPARS REQUEST EDITOR (LEG) dialog. Click **Fuel...** to continue building the flight plan request.

### OPARS REQUEST EDITOR (FUEL)

**Fuel Options** – Click on the appropriate fuel options for this flight leg. Some options require an entry in the fuel options box.

**Fuel Type** – The default value is from the aircraft database. Select a different fuel type from the list.

**9KB Hold Case** – This area is available only if a valid aircraft with the 9KB fuel option is selected. This is a *mandatory* item for 9KB flight plan requests.

**On-Ground Refuel Option** – This is a *mandatory* entry for multiple leg flight plan requests. **Yes** indicates that on-ground fueling is desired and OPARS will calculate the amount of fuel to load. **No** indicates no on-ground refueling.

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**Bias Options** – Start, Taxi, Etc Bias is automatically filled with the default value for your aircraft, you may change the value by typing a new one in the text box. The Ice, Departure, and Arrival Bias parameters are optional and values may be typed into the text boxes, if desired.

**O.K.** – Click **O.K.** to accept the changes when you are finished. The display will return to the **OPARS REQUEST EDITOR (LEG)** dialog.

You have now entered all the required parameters for a one-leg flight plan request. Click **O.K.** and the program will return to the OPARS REQUEST EDITOR (GENERAL) screen.

Now that you are finished, you must save all the work that you have done. Click **Save** and this flight plan request will be saved in your `OPARS\Requests` folder. It will be available until you delete it from your list of saved flight plan requests. After the request is saved, you will be returned to the OPARS main screen. Now the flight request can be submitted to Fleet Numerical for processing. The next section will describe how to submit a flight plan request.

# SUBMITTING A FLIGHT PLAN REQUEST

There are three different menu selections that are used in reviewing and submitting a flight plan request. At the OPARS main screen, click **Requests** on the menu bar to view the choices – Preview, Submit, and Retrieve.

**Preview** – Lists all the flight plan requests that you have built. Click on a request and it will be displayed for you to review. If this is the request that you want, click **Submit** to send it to Fleet Numerical for processing.

**Submit** – Lists all available flight plan requests. Click on a request and it will be sent to Fleet Numerical for processing.

**Retrieve** – Lists flight plan requests (either NFP or CRD format) submitted in the previous 48 hours. Selection of a flight plan request on the list will retrieve a copy of that flight plan output from Fleet Numerical.

If Submit is selected, the OPARS Request Processor will:

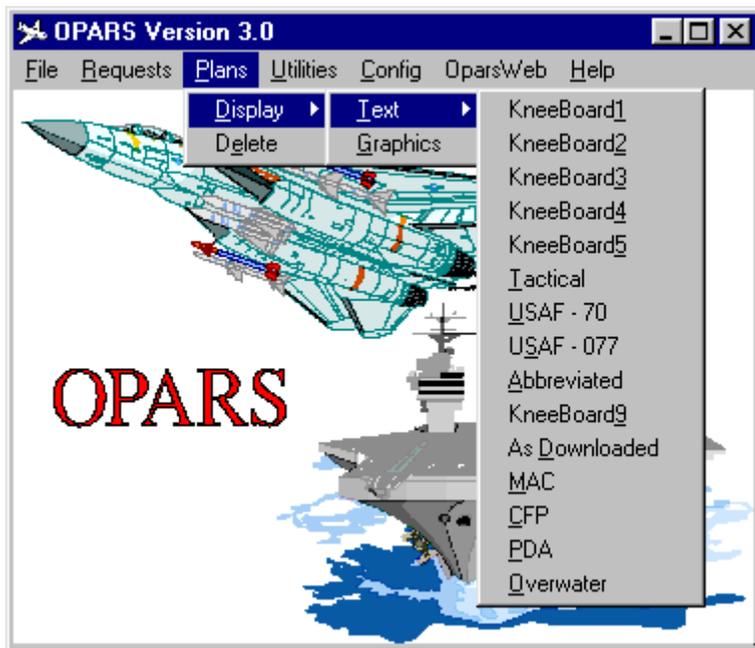
- Connect to the Fleet Numerical Web server using the https (secure socket) protocol
- Log on and initiate an OPARS session
- Upload your flight plan request for processing
- Wait for the flight plan output
- Download the flight plan output
- Log off the OPARS server and break all connections
- Return you to the OPARS main screen

The flight plan output has been stored on your computer. The following paragraphs will describe how to display the flight plans for your use.

### DISPLAYING A FLIGHT PLAN

To display your flight plan output, from the menu bar, click **Plans** and then point to **Display**. You will have a choice of either **Text** or **Graphics**.

#### OUTPUT FORMAT SELECTIONS

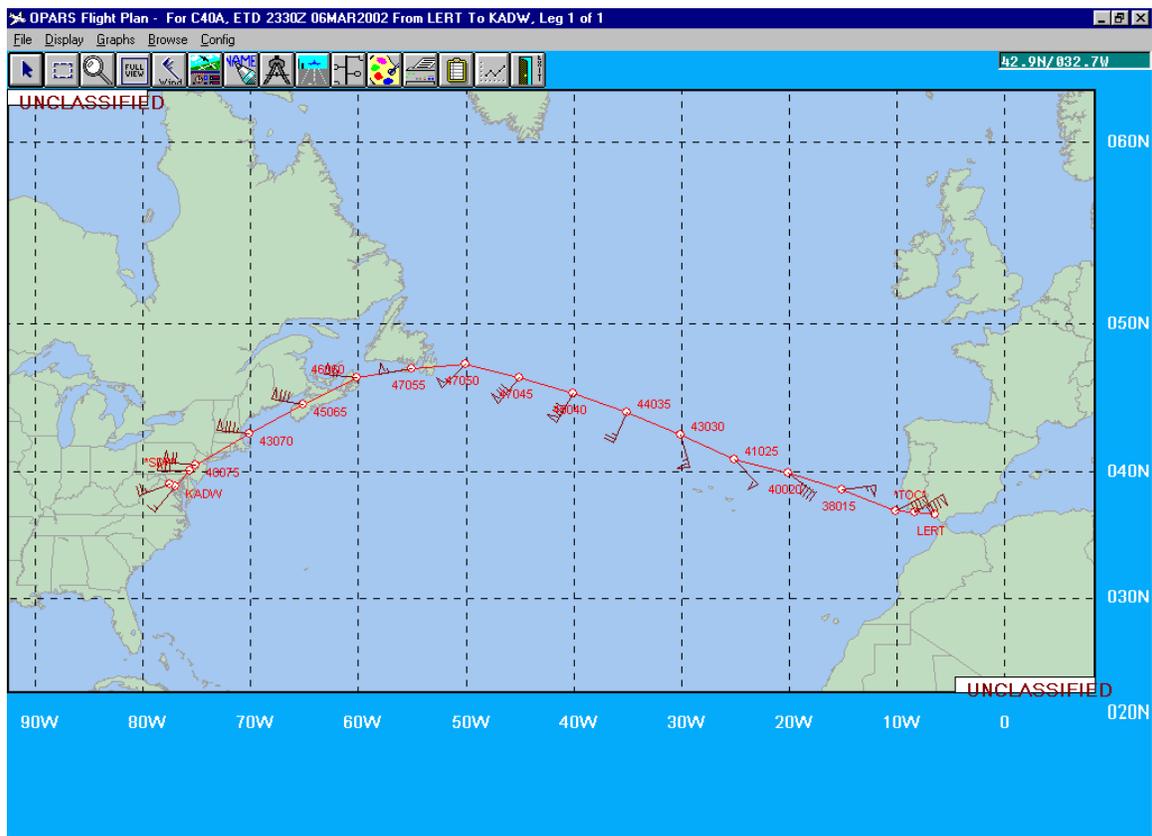


**Text** – Lists all available output formats. Choose from Kneeboard1, Kneeboard2, Kneeboard3, Kneeboard4, Kneeboard5, Tactical, USAF-70, USAF-077, Abbreviated, Kneeboard9, As Downloaded, MAC, CFP, PDA, or Overwater. After selecting a format, the available flight plan outputs will be displayed. Select the desired flight plan and it will be displayed in a scrollable window. You will also have the option of printing the displayed flight plan.

**Graphics** – After selecting this option, a list of available flight plan outputs will be displayed. Select the desired plan from the list and click **O.K.** The flight plan route with overpoints will be displayed on a map background as shown in the following section.

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## GRAPHICS DISPLAY SCREEN



Some of the major options available with the graphics display:

- Output the display to a printer
- Display a summary of time, fuel, and routing information
- Save the graphic screen to the clipboard
- Show wind barbs at each track overpoint
- Display and label track Nav aids, waypoints, and airports
- Label geographic features
- Display divers (if specified)
- Show distance between two points with the range option
- Zoom the display in or out
- Graphs depict fuel remaining, fuel flow, total burn, ground speed, true airspeed, wind factor, air temperature, and flight level over the distance of the flight
- Customize the display color palette
- Browse for detailed information about tracks, airports, and waypoints
- Use command shortcuts from the Toolbar

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### SUMMARY

This guide has been prepared to introduce you to OPARS Version 3.0 for Windows. Since the Naval and Marine Corps Aviation community is so diverse in mission requirements and aircraft type, it is impossible to cover all the potential ways OPARS may be used. For a more in-depth description of the options available in OPARS, please see the *OPARS User Manual*.

### TECHNICAL SUPPORT

Technical support is provided to OPARS users 24 hours a day / 7 days a week.

- (Toll Free) 1-888-745-6431
- (International DSN) (312) 878-4371 or 4453
- (Commercial) 831-656-4371 or 4453
- (E-mail) [cdo@fmmoc.navy.mil](mailto:cdo@fmmoc.navy.mil)

### POINTS OF CONTACT

Your local OPARS representative is the Naval Meteorology and Oceanography Facility or Detachment at most Naval Air Stations or the Weather Office at most Marine Corps Air Stations. They also can put you in telephone contact with personnel to answer specific questions about OPARS.

Requests for additional OPARS aircraft types, modifying existing aircraft, obtaining computer access, or adding capabilities to the program should be addressed in writing to:

**Commanding Officer**  
**ATTN: OPARS(Code 521)**  
**Fleet Numerical Meteorology and Oceanography Center**  
**7 Grace Hopper Ave.**  
**Monterey, CA 93943-5501**

**NOTES**

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## APPENDIX A

### **OPARS AIRCRAFT TYPES**

Table 1 lists the 107 aircraft configurations available for use in OPARS:

**Table 1. OPARS Aircraft Types**

A-10	C-31A	F-16N	LC-130R	T-43A
A-4M	C-37A	F-5E	P-3A	T-44A
A-6A	C-40A	F/A-18A	P-3B	T-45
A-6E	C-5A	F/A-18B	P-3C	T-47A
AH-1W	C-5B	F/A-18C	P-3H	TA-4J
AV-8B	C-9B	F/A-18D	P-3W	TC-4C
C-12C	C-9D	GULF I	RC-12D	U-21A
C-12D	CH-53E	GULF II	RC-12G	U-21F
C-12D2	CT-39E	GULF III	RC-12K	UC-12A
C-12F	CT-39G	HC-130B	RC-12N	UC-12B
C-12J	DC-9	HC-130E	RC-12P	UC-12F
C-12R	E-2C	HC-130H	RC-12Q	UC-12FH
C-130T	E-2CP	HC-130H7	RP-3D	UC-12H
C-130TH	E-6A	HC-130HH	RU-21H	UC-12M
C-141B	EA-6A	HC-130P	S-3A	UC-35A
C-20D	EA-6B	HU-25A	SH-60B	UC-35B
C-20F	EC-130G	KA-6D	T-1A	UC-35C
C-20FSP	EC-130Q	KC-130F	T-2C	UC-35D
C-20G	EC-24A	KC-130R	T-34C	UH-1N
C-21A	EP-3E	KC-130T	T-37B	
C-26B	F-14A	KC-135A	T-38A	
C-2A	F-14D	LC-130F	T-39D	

## APPENDIX B

### WHAT CAN OPARS DO ?

#### General

- Computes a flight plan for 1 to 6 legs
- Optimizes for fuel by selecting:
  - Optimum cruise altitudes
  - Optimum route
  - Optimum fuel load
- Calculates time of arrival or departure
- Calculates fuel requirements for Alternate airport
- Checks entries for correctness
- Provides libraries for saved flight plan requests
- Uses “Canned Routes” (previously saved) for faster service
- Has 24 hr / 7 days per week technical support

#### Fuel Calculations

- Calculates fuel load required for specified reserve
- Calculates reserve fuel for specified fuel load
- Provides options to refuel on multi-leg flights
- Fuel entries available for:
  - Engine start, taxi and takeoff
  - Departure
  - Arrival
  - Icing

#### Weather

- Weather data updated every 6 hrs
- Uses forecast weather data out to 72 hours
- Can use climatology by month
- Lets customer specify wind factor and/or temperature

#### Routing

- Provides six routing options:
  - Direct (great circle)
  - Rhumb line
  - Optimized Latitude/Longitude
  - North Atlantic procedures
  - High Level Jet Routes
  - On-off Jet Routes
- Allows up to 99 customer specified overpoints using:
  - Navaids
  - Waypoints
  - Latitude/Longitude points
  - Range/Bearing points
- Offers time saver feature of user-defined canned routes
- Can use any combination of the above routing options

#### Aeronautical Database

- Updated every 28 days from DAFIF
- Contains global high level airways
- Contains all airports with 5000 ft or greater runways
- Contains global high/low level Navaids and waypoints

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## Aircraft

- Database has over 100 different Navy, Marine Corp, Coast Guard, Air Force, and Army aircraft
- Uses customer selected climb, cruise, or descent mode for many of the aircraft
- Uses customer selectable drag counts
- Uses customer selectable engine efficiency percentages
- Uses aircraft models derived from NATOPS performance data or appropriate commercial performance documents.
- Supports aircraft not in the database with the customer selected special performance parameters

## Cargo

- Uses customer specified cargo
- Calculates maximum cargo for each leg based on:
  - Fuel required
  - Maximum takeoff weight, or
  - Maximum landing weight

## Altitudes

- Selects optimum cruise altitude
- Uses customer selectable:
  - Upper altitude limit
  - Lower altitude limit
  - Restricted altitude for departure
  - Specified altitude at any Navaid/Waypoint/LatLon
  - Locked in altitude
  - Specified altitude range

## Flight Plan Outputs

- Provides 15 user-selectable output formats for printout and display
- Graphically displays recommended flight route with annotated overpoints.

## Overwater Flights

- Calculates:
  - Equal Time Point - all engines
  - Equal Time Point - engine loss
  - Point of Safe Return - all engines
  - Point of Safe Return - engine loss
  - Point of No Return - all engines
  - Point of No Return - engine loss
- Calculates fuel remaining at destination for:
  - Loss of engine at Equal Time Point
  - Loss of pressurization at Equal Time Point
- Calculates fuel remaining at point of departure for:
  - Loss of engine at Equal Time Point
  - Loss of pressurization at Equal Time Point
- Calculates contingency fuel
- Provides time and fuel for three alternative altitudes in the event flight can't be cleared at optimum altitude

## Diverts

- Supports up to 3 divers per leg

## Boundary Crossings

- Reports altitude, time and point of FIR/UIR, ADIZ, and Special Use Airspace boundary crossings

## APPENDIX C

### ***MANDATORY FLIGHT PLAN REQUEST ENTRIES***

Pilot's Name  
Leg Selection  
Point of Departure  
Point of Arrival  
Route Input Options  
Flight Date and Time  
Time on Ground (if Multi-leg request)  
Aircraft Type  
Operational Weight  
Drag Count (for some aircraft)  
Aircraft Performance  
Fuel Options  
Fuel Type  
9KB Hold Case (if selected)  
On-Ground Refuel Option (if Multi-leg request)  
Bias

### ***MANDATORY ENTRIES IF MISSION LEG SELECTED***

In Altitude  
Out Altitude  
Fuel Change OR Mission Length

### ***MANDATORY IF SPECIAL PERFORMANCE AIRCRAFT***

Time to Climb  
Distance to Climb  
Fuel to Climb  
Cruise True Airspeed  
Cruise Fuel Flow  
Aircraft Name

### ***OPTIONAL REQUEST ENTRIES***

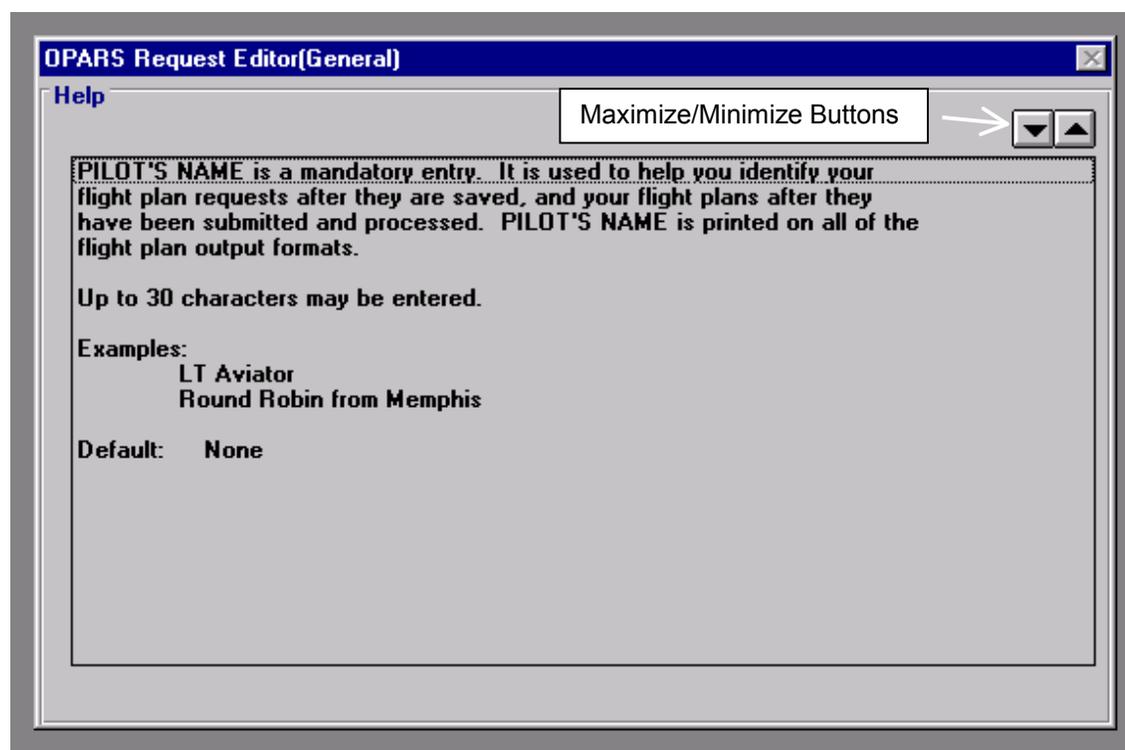
Unit Name/Aircraft Call Sign  
Cargo Change Options  
Ice Bias  
Departure Bias  
Minutes After Takeoff  
Arrival Bias  
Minutes Before Landing  
Alternate Airport  
Divert Airports  
Upper Altitude  
Lower Altitude  
Initial Cruise Altitude  
Arrival Altitude  
Max Burnable Fuel  
True Airspeed  
Efficiency Factor  
Wind Factor  
Temperature Deviation from Standard

## APPENDIX D

### **USING THE HELP FUNCTION**

In the **OPARS REQUEST EDITOR** dialogs, the lower portion of the dialog contains the HELP box. Context sensitive amplifying information is automatically displayed in the box. For example, if you are using the **OPARS REQUEST EDITOR (GENERAL)** window (see example on page 6), the first entry is Pilot's Name. While the insertion point is in this box, the HELP box will display amplifying information about the Pilot's Name field. The information will generally tell if the field is mandatory or optional and will offer a brief explanation. The units for the field value are given and for some, there are example entries. The scroll bar to the right of the HELP box allows you to scroll through the information line by line because, in most cases, all the information is not displayed in the HELP box.

If you wish to see all the HELP information on the screen at once, you can use the maximize button in the upper right corner of the Help box. (See the following example).



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