



SimBrief

by Navigraph 

User Guide
Version 2.38.2

[Terms of Service – Privacy Policy](#)

© Navigraph 2026. Version 2.38.2 (774)

Not for real world navigation

Table of Contents

Introduction

- Usage Restrictions
- Tutorial Videos
- General Layout
- Installing to your Desktop
- Mobile and Tablet Support

The Dashboard

- Welcome
- Help and Support
- Software Downloads
- Featured Websites
- System Status
- System Changelog

Flight Options

- Page Actions
- Required Options
- Comparing Flight Options
- Flight Info
- Aircraft Info
- Selections
- Optional Entries
- Fuel Planning
- Text Entries
- Route
- Route Formats
- Suggested Routes
- IFPS Validation
- Route Calculator
- Alternate Airports
- ETOPS Scenario
- Historical Weather
- The Interactive Map

Flight Briefing

- Page Actions
- Errors and Warnings
- Flight Info
- Flight Plan Summary
- Load Sheet
- Route and Step Climbs
- Dispatch Remarks
- ATC Flight Plan
- Briefing Preview
- Runway Analysis
- Flight Maps
- Airport Details
- Flight Plan Downloads
- Prefile on a Network
- Interactive OFP Sample

Saved Flights

- Page Actions
- Saved Flights List
- Dispatch History

Saved Airframes

- Page Actions
- Saved Airframes List

Airframe Options

- Page Actions
- Airframe Info
- Airframe Equipment
- Airframe Text Entries
- Airframe Weights
- Airframe Fuel Planning
- Airframe Performance

Weather and NOTAM

- Page Actions
- Airport Search
- Airspace Search
- Oceanic Tracks
- Significant Weather Charts
- Upper Wind Charts

Performance and Tools

- Page Actions
- Takeoff Performance
- Takeoff Parameters
- Takeoff Results
- Optimizing Flap Settings
- Reduced Thrust Takeoffs
- Improved Climb Calculations
- Landing Performance
- Landing Parameters
- Landing Results
- Routes Between Airports

User Guide

- Page Actions

Account Settings

- Page Actions
- Your Navigraph Account
- Your SimBrief Data
- Your SimBrief Settings
- Your Privacy Settings
- Available AIRAC Cycles

Introduction

Welcome to SimBrief, a free virtual flight planning service provided by [Navigraph](#)! Since 2013, the SimBrief dispatch system has been used by over half a million Flight Simulation enthusiasts to generate detailed flight plans featuring accurate fuel planning, weather forecasts, current NOTAMs, ETOPS calculations, and more!

SimBrief currently supports over 140 different aircraft types, developed over many years and tested for compatibility with a wide range of add-ons and simulators. It can also export flight plans to over 50 different simulators, third-party aircraft, and tools.

SimBrief is free to use, however, it uses a slightly outdated navigation database by default. Users can optionally purchase a [Navigraph subscription](#), which will give access to the latest real-world navigation data encoded for flight simulator use, updated every 28 days.

Usage Restrictions

SimBrief must never be used for real world navigation. The flight plans SimBrief creates are designed for use with Personal Computer Flight Simulator Software only, and using SimBrief for any other purpose may be both unlawful and dangerous. Please refer to the [Navigraph Terms of Service](#) for full usage conditions and restrictions.

Tutorial Videos

The following tutorial videos are available for viewing on the Navigraph YouTube Channel:

- [Introduction to SimBrief](#)
- [How to Make a Flight Plan in SimBrief](#)
- [SimBrief Takeoff & Landing Calculations Tutorial](#)

General Layout

The SimBrief dispatch window is divided into 3 main areas.

At the very top of the window you can find the top bar. Towards the right side of this bar you will find your user name, as well as which AIRAC cycle you are currently using. There is also a **Dark Mode** option (which can be less hard on the eyes in low light conditions), a **Large Text** option (which slightly increases the font size for easier reading), a **Small Map** option (which shrinks the interactive map on the [Flight Options](#) and [Flight Briefing](#) pages), and a **Charts Links** option (which controls whether SimBrief will open the standalone Navigraph Charts app or the in-browser web version). There is also a **Sign Out** button.

Note: You might need to click the  icon (at the very right edge of the top bar) to reveal some of these options.

On the left-hand side of the window you can find the navigation menu. SimBrief is divided into 8 main pages: [Dashboard](#), [Flight Options](#), [Flight Briefing](#), [Saved Flights](#), [Saved Airframes](#), [Weather and NOTAM](#), [User Guide](#), and [Account Settings](#). Towards the bottom of the navigation menu you will find the current UTC time, as well as links to the Navigraph [Terms of Service](#) and [Privacy Policy](#).

*Note: The **New Flight** and **Edit Flight** links in the navigation menu will both open the [Flight Options](#) page, while the **View Flight Plan** link will open the [Flight Briefing](#) page.*

The remaining part of the dispatch window will display the contents of the selected page.

Installing to your Desktop

The SimBrief dispatch system is a Progressive Web App (PWA), which normally means it must be run inside of a web browser. However, some web browsers (such as Google Chrome and Microsoft Edge) also make it possible to install PWAs to your Desktop.

Installing the SimBrief app to your Desktop will make it behave more like a traditional program. For example, double-clicking the Desktop shortcut will open SimBrief in its own window without any web browser toolbars or address bars in the way.

To install SimBrief to your Desktop, simply visit the [SimBrief Dispatch](#) app in either Google Chrome or Microsoft Edge, click on the  or  icon to the right of the address bar, and follow the prompts. For more detailed instructions, you can also refer to the [Google Chrome](#) and [Microsoft Edge](#) help pages.

Mobile and Tablet Support

SimBrief automatically adjusts to any screen size, including mobile phones and tablets.

On such devices, it is recommended to add SimBrief to your home screen instead of running it through your web browser. This adds an icon to your device and makes SimBrief look and feel more like a native app. Instructions for how to do this can be found below:

Operating System	Instructions
iOS or iPadOS	Open SimBrief in the Safari web browser. Then tap  and scroll down to find the Add to Home Screen option.
Android	Open SimBrief in the Chrome web browser. Then tap the  icon (in the upper right-hand corner) and tap Add to Home screen .

The Dashboard

Welcome

By default, the first page that opens when launching SimBrief is the welcome dashboard. This page summarizes your recent SimBrief activity and provides quick links to many commonly performed actions (for example, viewing your latest flight plan or creating a new flight).

At the very top of the dashboard, you may see system update notifications or maintenance alerts from time to time. Otherwise, various tiles are presented as follows:

Section	Description
Latest Flight Plan	This is a summary of the last flight plan you generated.
Flight Plans	A chart showing how many flight plans you have generated over the past 30 days.
Aircraft Types	A chart showing how many different aircraft types you have used over the past 30 days.
Navigraph Subscription	This indicates whether or not you have an active Navigraph subscription , as well as which AIRAC cycle is currently in use on your account.
Your Recent Flights	A list of flight plans you have recently generated. Each flight plan can be viewed or edited using the provided buttons. Normally, only flight plans created over the past few days will be shown here, while older flight plans can be loaded and regenerated through the Saved Flights section.

Help and Support

Here you will find instructions on where and how to get help with the SimBrief dispatch system. A link to the [Navigraph Forum](#) (for technical support) and various email addresses for account and developer support are provided here.

Software Downloads

This page is where you can download various programs to enable additional SimBrief features, such as the [SimBrief Downloader](#).

Featured Websites

Thanks to various integration options and APIs, several virtual airlines and third-party add-ons are now offering detailed SimBrief flight planning within their own apps. A list of these websites and add-ons can be found on the [Featured Websites](#) page.

System Status

Here you will find the overall status of the SimBrief dispatch system. The following server load metrics and statistics are available:

Section	Description
Database Status	A summary of the various databases that power SimBrief. Any database errors or data feed outages are indicated by a red icon.
Current Server Load	Information about how busy the server is (for example, the number of users online, the server's CPU load, etc.)
Flight Planning Statistics	Information about how many flight plans or airframes users have created.
User Statistics	Information about how many registered and active users there are on SimBrief.
Supported Aircraft Types	A list of all currently supported aircraft types on SimBrief, as well as their respective accuracy and popularity.
Recent Flight Plans	A brief list of the flight plans that SimBrief users have generated over the past 5 minutes.
Flight Map	A map displaying all of the flights that have been generated on SimBrief over the past hour.

System Changelog

New features and bug fixes are constantly being added to SimBrief. Normally, only major updates or features are announced publicly, while the rest are simply made behind the scenes.

The System Changelog lists every update that has been made to SimBrief over the years, whether big or small. Updates are ordered from newest to oldest, right back to when SimBrief was originally launched in 2013.

Flight Options

Creating a new flight plan on SimBrief always starts at the Flight Options page. This is where you can set up all of your basic flight information, such as your departure/arrival airports, aircraft type, route, etc. Once you have set everything up, click the **Generate Flight** button near the top of the screen to create a flight plan using these options.

From the left-hand navigation menu, you can reach the Flight Options page either by clicking **New Flight** (which will open a blank flight) or by clicking **Edit Flight** (which will open the options for your most recent flight plan).

Initially, some sections of the Flight Options page might be collapsed by default. Simply click the appropriate **Show Options** button to reveal any sections you want to customize.

Page Actions

At the top of the Flight Options page are the following 5 page actions:

Action	Description
 Generate Flight	This generates a flight plan using the specified options. Note that this option is grayed out until the 3 Required Options are set.
 Calculate & Compare	This calculates a preliminary flight plan based on the current options and displays the resulting time enroute, fuel burn, etc. It also lets you compare the impact of different flight options, please see Comparing Flight Options for more information.
 Save Flight	This saves the current flight options for easy loading in the future. Useful if you often fly the same flight and don't want to set it up from scratch every time. Any flights you save can be loaded from the Saved Flights section.
 Share Flight	This creates a link that you can share with other users. When a user visits this link, it will open the SimBrief Flight Options page with all of your current options auto-filled for them.
 New Flight	This will clear any currently selected options and start a new flight.
 Close Flight	This will discard any unsaved changes and return to your previous page.

Required Options

When creating a new flight, most values will be blank until you specify 3 basic options: **Departure Airport**, **Arrival Airport**, and **Aircraft Type**. Once those have been filled in, the page should populate the rest of the data automatically, which you can then customize as required.

Comparing Flight Options

Clicking the **Calculate & Compare** button will calculate a preliminary flight plan using your current flight options. This can be useful if you would like to preview your estimated time enroute or fuel burn without needing to generate an entire briefing package.

This feature also lets you compare different sets of flight options. If more than one set of options has been calculated, the first one will be placed in the top slot, and any subsequent calculations will be listed below it. The resulting differences between the initial calculation and each subsequent calculation will be shown in green or red.

If you change your flight options while the "Calculate and Compare" window is open, a prompt will appear offering to recalculate the new options. Alternatively, you can close the "Calculate and Compare" window, edit your flight options, and click the **Calculate & Compare** button again to view the results.

The calculation associated with your current flight options is indicated by the **Current** label on the left. To move a different calculation to the top slot for comparison, hover over it and click on the **Compare** label that appears. This will recalculate the differences between the new comparison flight and your other flight calculations.

Finally, to the right of each flight calculation are three buttons. The  button displays the ATC flight plan for validation purposes, the  button restores the options associated with this calculation, and the  button removes this calculation from the list.

*Note: Any changes to the following options are not considered to be comparable, changing them will reset all of your previous flight calculations: **Depart**, **Arrive**, **Aircraft Type**, and **Units**.*

Flight Info

This section contains basic options such as the departure/arrival airports, flight number, and flight date.

Clicking the  icon above the **Depart**, **Arrive**, and **Alternate** options will bring up the current [METAR](#), [TAF](#), [ATIS](#), and [NOTAMS](#) for the selected airport. Clicking the  icon will swap the departure and arrival airports.

Normally airports are entered using their [ICAO](#) or [IATA](#) codes. If you don't know the airport code, click the  icon to open a search window.

A full list of options in this section can be found below:

Option	Description
Airline	The 3-letter ICAO code for the airline you are flying as.
Flight Number	The flight number (normally only numbers, without the airline prefix). If both the Airline and Flight Number options are left blank, the aircraft registration will be appear on the flight plan instead.
Depart	The 4-letter ICAO code of the departure airport. 3-letter IATA codes are also accepted (they are translated into the applicable ICAO code automatically).
Arrive	The 4-letter ICAO code of the arrival airport. 3-letter IATA codes are also accepted (they are translated into the applicable ICAO code automatically).
Alternate	The 4-letter ICAO code of the primary alternate airport. Provided a Departure Airport , Arrival Airport , and Aircraft Type are selected, clicking the  icon will display a list of suggested alternates.
Departure Time	The planned pushback or start-up time. Times should be entered in UTC (Zulu) and can be modified either by using the calendar widget or by typing into the text box directly. Clicking the  icon will reset the time to the default value (30 minutes from now).

Aircraft Info

This section contains aircraft-specific options such as the aircraft type, cruising speed, and registration.

The **Aircraft Type** option contains a list of supported aircraft types in SimBrief, while the **Variant or Airframe** option contains a list of available airframes. Airframes can be thought of as different variants of the same aircraft type, for example different airframes might have different engines, different equipment, or different certified weights. Users can create or edit custom airframes in the [Saved Airframes](#) section.

If the **Aircraft Type** option is blank, the **Variant or Airframe** option will contain all of a user's custom airframes (i.e. for all aircraft types). Otherwise, it will show only those airframes for the selected aircraft type.

The **Variant or Airframe** list can also be sorted using the provided drop-down menu, either by **Registration**, by **ICAO Code**, by **Name**, or by **Comments**. Clicking the  icon will save the current sort order as the default whenever you create a new flight.

To search for a specific aircraft type or airframe, click the applicable **Search**  button. To save a default airframe for the currently selected aircraft type, click the **Airframe**  button.

The **Climb Profile**, **Cruise Profile**, and **Descent Profile** options will vary depending on the Aircraft Type. Some aircraft will have more options than others.

Aircraft which support cost indexes will have an additional **CI** option in the **Cruise Profile** selector. Selecting **CI** will reveal an extra field where you can either type a desired cost index or leave it blank to let the system choose one automatically.

*Note: When choosing a cost index automatically, the system will look at the **Scheduled Block Time** option and determine whether or not your flight will take longer than this (for example, due to stronger than normal headwinds or adverse weather). If it predicts you will arrive late, it will use a higher cost index to arrive faster. If you will arrive early, it will use a lower one to save fuel.*

Additional options can be accessed by clicking the **More Options** button. A full list of options in the Aircraft Info section can be found below:

Option	Description
Aircraft Type	A list of basic aircraft types supported by SimBrief, sorted by the aircraft's type code.
Variant or Airframe	A list of available airframes for the selected aircraft type, or a list of airframes for all types if no aircraft type is selected.
Climb Profile	The desired climb speed or schedule. Many aircraft will use a format such as 250/300/78 , which translates to 250 KIAS below 10,000 ft, then 300 KIAS above 10,000 ft, then Mach .78 above ~30,000 ft.

Option	Description
Cruise Profile	The desired cruising speed or schedule. Examples of common options that might appear here include CI (cost index), M78 (Mach .78), LRC (long range cruise), and MCR (max speed cruise).
Descent Profile	The desired descent speed or schedule. Many aircraft will use a format such as 78/300/250 , which translates to Mach .78 initially, followed by 300 KIAS below ~30,000 ft, then 250 KIAS below 10,000 ft.
ATC Callsign	The callsign that will be used in the ATC flight plan. If left empty, the callsign will default to a combination of the Airline and Flight Number options (or the Registration if both of those are empty).
Fuel Factor	This acts as a fuel burn multiplier. A value of P05 would increase the fuel burn by 5%, while M07 would decrease it by 7%. If you notice that SimBrief regularly plans too much or too little fuel when using a certain aircraft, you can use this option to adjust SimBrief's fuel burn calculations.
Registration	The aircraft's civil registration .
Fin Number	The aircraft's fin or tail number .
SELCAL	The aircraft's SELCAL code.
Mode-S Code	The aircraft's ICAO 24-bit address . For Mode S equipped aircraft, this code is included in the ICAO flight plan string.
ICAO Equipment	The ICAO equipment code that describes the communication and navigation equipment on board the aircraft. Either type the equipment codes directly, or click the Builder button to open an interactive editor.
Transponder	The ICAO surveillance equipment code that describes the transponder equipment on board the aircraft. Either type the transponder codes directly, or click the Builder button to open an interactive editor.
PBN Capability	The aircraft's RNAV/RNP capabilities . This is normally required if R is included in the ICAO equipment code. Either type the PBN codes directly, or click the Builder button to open an interactive editor.
Extra FPL Info	Additional information to include in Field 18 (Other Information) of the ICAO flight plan. Any information should be prefixed by the appropriate indicator. For example, to include a custom remark, you would type RMK/THIS IS A CUSTOM REMARK . Clicking the Builder button will bring up an interactive editor.

Selections

The Selections section contains general flight planning preferences, such as how the briefing package should look and what information it should contain. It also lets you specify the planning units and some basic fuel preferences.

Clicking **Save Defaults** will save the current selections, so that they are automatically loaded this way when you create a new flight.

*Note: Please pay extra attention to the **Units** option when creating your flight. Choosing the wrong units could result in departing without enough fuel to complete the flight!*

A full list of options in the Selections section can be found below:

Option	Description
OFP Layout	This controls the appearance of the briefing package (also known as the Operational Flight Plan) that SimBrief will generate. Most airlines use their own custom formats when creating their flight plans, which are tailored to their specific needs and procedures. SimBrief currently supports over 20 different formats used by airlines around the world.
AIRAC Cycle	This lets you choose which navigation database to use when creating your flight plan. SimBrief uses a slightly outdated navigation database by default, but users can optionally purchase a Navigraph subscription to unlock the latest database. Navigraph subscribers always have access to the latest real-world navigation data encoded for flight simulator use, updated every 28 days.
Units	This lets you choose which units to use for weight and fuel figures. Currently Kilograms (KG) and Pounds (LBS) are supported.
Flight Maps	SimBrief can produce various flight maps when it creates a flight plan. When Flight Maps are set to Detailed , it will produce a full series of maps showing an overview of the route, any significant weather along the route, upper winds at various altitudes, as well as a vertical profile (side-view) of the route. Route Only will include only a route overview map. Simple includes a route overview map with a slightly different appearance. Choosing None will skip the flight maps entirely, which can reduce the flight plan generating time by several seconds.
Taxi Out / In	The estimated amount of taxi time to reach the runway for departure, as well as to taxi to the gate after landing. Times should be entered in minutes. Note that SimBrief will only add fuel to taxi out for departure, fuel is not normally planned for taxiing into the gate.

Option	Description
Flight Rules	The flight rules that the flight will comply with. Options include IFR , VFR , or a combination of the two.
Type of Flight	The type or purpose of this flight. For example, Scheduled Air Service, General Aviation, Military, etc.
Alternates Count	The amount of alternate airports to plan. Please refer to the Alternate Airports section for more information.
Detailed Navlog	Choose whether to calculate detailed fuel consumption and performance along the actual route of flight. Deselecting this option will cause the flight plan to generate faster, but the fuel calculations will be much less accurate. Deselecting it will also remove the Flight Log section (also known as the waypoint list) from the briefing package.
ETOPS Planning	Choose whether to automatically find ETOPS alternates and calculate critical fuel scenarios if your route of flight requires it. Please refer to the ETOPS Scenario section for more information.
Plan Stepclimbs	Choose whether to automatically step climb to a more efficient cruising altitude as you burn fuel and your aircraft becomes lighter. This option also controls whether SimBrief will respect airspace and airway-specific altitude restrictions. It is automatically disabled if a custom altitude is set in the Optional Entries section.
Runway Analysis	Choose whether to include a Takeoff and Landing Report (TLR) in the final briefing package.
Include NOTAMs	Choose whether to include NOTAMs for your departure, arrival, and alternate airports.
FIR NOTAMs	Choose whether to include NOTAMs for any airspaces you will fly through during your flight. Note that on very long flights this can add up to 100 pages to the briefing package.

Optional Entries

The Optional Entries section contains options which are automatically calculated but can also be customized by the user. For example, the departure/arrival runways, aircraft payload, and cruising altitude.

Clicking the  icon above the **Departure Runway** and **Arrival Runway** options will bring up the current [METAR](#), [TAF](#), [ATIS](#), and [NOTAMs](#) for the applicable airport. Clicking the  or  icon will open a takeoff or landing performance tool.

Option	Description
Scheduled Block Time	The scheduled gate-to-gate time for this flight. Airlines generally publish a scheduled departure and arrival time for every flight in their schedule, which is normally included somewhere in the briefing package for the pilots to reference. SimBrief also uses this value to determine which Cost Index to use, as described in the Aircraft Info section.
Departure Runway	The planned departure runway. By default, SimBrief chooses a runway based on the latest ATIS or METAR (if the flight is planned to depart soon) or the latest TAF (if the flight is planned to depart in several hours).
Arrival Runway	The planned arrival runway. By default, SimBrief chooses a runway based on the latest ATIS or METAR (if the flight will arrive in the near future) or the latest TAF (if the flight is planned to arrive many hours from now).
Altitude	The desired cruising altitude, in feet. Leave this blank to let SimBrief choose one automatically. When setting a custom cruising altitude, make sure to keep your aircraft's weight in mind. Most aircraft can only reach higher altitudes if they are light enough, and SimBrief will <u>not</u> prevent you from choosing an altitude that is too high for the planned weight. In most cases it is safer and easier to leave this blank and let SimBrief choose an altitude for you.
Passengers	The amount of passengers to plan. In Auto mode, a random passenger count (biased towards fuller loads) will be chosen. The randomizer is linked to the departure date, so as long as the departure date and time do not change, the passenger load will always be the same if you regenerate the same flight plan. By default, SimBrief plans 79 kg (175 lbs) per passenger and 25 kg (55 lbs) of baggage per passenger, but these weights can be customized in the Airframe Options section.

Option	Description
Freight	The amount of additional freight to load in the cargo bays. By default, passenger baggage is automatically added based on the passenger count, so you should only use this option to load any additional cargo you would like to add. In Auto mode, a random amount of freight will be added depending on the aircraft type (cargo aircraft will load a lot of freight, while passenger aircraft will load less).
Payload	The desired Payload . Normally, the payload is automatically calculated by adding the passenger and cargo weights together, but this option lets you enter the final payload directly instead.
Zero Fuel Weight	The desired Zero Fuel Weight . Normally, the Zero Fuel Weight is automatically calculated by adding the passenger and cargo weights to the aircraft's Operating Empty Weight . The Zero Fuel Weight option lets you override this, which can be useful when trying to match SimBrief with the actual aircraft weight you have set in the simulator.

*Note: To take control of the passenger baggage manually using the **Freight** option, simply set the **Baggage Weight** option to **0** in the [Airframe Options](#) section. This will prevent SimBrief from adding any passenger baggage automatically so that you can control it yourself.*

Fuel Planning

The Fuel Planning section lets you customize the fuel policy as required by various regulations. It also lets you specify how much extra fuel to plan for this flight.

For the **Contingency Fuel** and **Reserve Fuel** options, clicking the  icon will save the current setting as the default whenever you create a new flight.

Option	Description
Contingency Fuel	Contingency Fuel is normally carried to account for any additional fuel consumption due to differences in upper-level winds, routing changes, ATC vectors, etc. The amount of contingency fuel can be defined either as a percentage of the enroute fuel burn, a fixed amount of holding time, or a combination of the two. Combination options such as 5% or 15 Minutes will plan either 5% of the enroute burn or 15 Minutes of holding time, whichever is higher. The EASA option will plan contingency fuel in accordance with EASA Part CAT.OP.MPA.150(b) and will automatically select a Fuel Enroute Alternate as required.
Reserve Fuel	Some amount of Reserve Fuel (also known as Final Reserve Fuel or Holding Fuel) is normally required by most regulations. In Auto mode, SimBrief will plan 30 minutes of holding fuel for jets (45 minutes for props) at 1,500 feet above the alternate airport (or above the destination airport if no alternate is selected). Options are also provided to plan reserve fuel in accordance with FAA Domestic and FAA Flag operations, as well as various FAA OpSpecs. FAA (B043) will plan additional reserve fuel equal to 10 percent of the time where the aircraft's position cannot be reliably fixed at least once each hour, while FAA (B343) allows for reduced fuel reserves as long as additional performance based contingency fuel (PBCF) is boarded. PBCF fuel can be added in SimBrief by selecting either ACF90 or ACF99 from the Extra Fuel dropdown.
Taxi Fuel	This option lets you override how much Taxi Fuel to plan on departure. Normally, SimBrief will plan taxi fuel based on how many minutes you enter in the Taxi Out option, but here you can force a specific amount of taxi fuel in KG or LBS .
Block Fuel	This lets you force SimBrief to plan a minimum fuel amount at the gate prior to departure. If SimBrief calculates that the flight will require <u>less</u> fuel than this, it will board extra fuel as needed to reach your desired Fuel on Board (FOB).
Arrival Fuel	This lets you specify the minimum amount of fuel to land with. If SimBrief calculates that you will land with <u>less</u> fuel than this, it will board extra fuel as required to reach your desired Fuel Over Destination (FOD).

Option	Description
MEL Fuel	Extra fuel required to satisfy a Minimum Equipment List (MEL) performance penalty. Sometimes if certain aircraft components are missing or unserviceable, the MEL will require that some extra fuel be planned for the flight. MEL fuel can be entered in either KG/LBS or Minutes of flying time.
ATC Fuel	Extra fuel for any anticipated air traffic delays, vectors, holding, routing changes, etc. For example, dispatchers can choose to add ATC fuel when there is a high likelihood of the flight being re-routed or vectored in the air due to airspace congestion. ATC fuel can be entered in either KG/LBS or Minutes of flying time.
WXX Fuel	Extra fuel for any anticipated enroute weather deviations or turbulence. For example, dispatchers might choose to add WXX fuel if there is a line of thunderstorms along the route that the flight may need to deviate around. WXX fuel can be entered in either KG/LBS or Minutes of flying time.
Extra Fuel	This option lets you specify various other types of extra fuel. Some examples are APU fuel (if the APU will be run continuously during the flight), NAIFR fuel (additional fuel required by some regulations when planning a flight without an alternate), and OPN fuel (additional fuel requested by the Pilot-In-Command for known or forecasted delays). ACF90 and ACF99 make it possible to specify performance based contingency fuel (PBCF) and are normally used in conjunction with the FAA (B343) Reserve Fuel option. Extra fuel can be entered in either KG/LBS or Minutes of flying time.
Tankering	Tankering is the practice of loading more fuel than necessary to take advantage of lower fuel prices at the departure airport, or when fuel is in short supply at the destination airport. Tankering fuel can be entered in either KG/LBS or Minutes of flying time.

*Note: With the exception of tankering fuel, all of the extra fuel options above are considered to be **required** for the flight. This means that if you plan a lot of extra fuel, passengers or cargo might need to be removed in order to stay below the aircraft's [Maximum Takeoff Weight](#) or Maximum Landing Weight.*

*In contrast, tankering fuel will only be boarded if there is space for it (up to the aircraft's MTOW or MLW). The payload will **not** be reduced to make space for tankering fuel.*

Text Entries

The Text Entries section contains free-text options such as crew names and dispatch remarks.

Clicking the  icon next to the **Dispatcher Name** and **Dispatcher Remarks** options will save the current values as the default when creating a new flight.

Option	Description
Pilot ID	The Captain's company ID or employee number. Most real-world flight plans will include the Captain's ID somewhere in the briefing package. It defaults to your SimBrief Pilot ID .
Captain Name	The Captain's first and last name. This is normally included along with the Pilot ID somewhere in the briefing package. The default Captain Name can be changed in the Account Settings page.
First Officer Name	The First Officer's first and last name. If left blank, a random name is chosen by default.
Dispatcher Name	The dispatcher's first and last name. If left blank, a random name is chosen by default.
Dispatcher Remarks	It can be useful for the dispatcher to be able to include notes or remarks in the flight plan for the pilots to see. These remarks often appear near the beginning of the briefing package and can include information such as why a specific route or altitude was chosen, the reason for adding any extra fuel, any anticipated delays or adverse weather, planned departure/arrival gates, etc.

Route

The Route section makes it possible to customize the route of flight between your departure and arrival airports. While SimBrief normally suggests a route for you automatically, it is often a good idea to check that this route makes sense. If not, the route can either be edited or changed entirely if need be.

Editing a route is as simple as typing a series of nav aids, waypoints, or airways into the **Selected Route** box. Please see the [Route Formats](#) section for more details on how to correctly format the route string.

Any time you edit or make changes to your route, click the **Analyze Route** button to redraw it on the [Interactive Map](#) and check that the included waypoints and airways are valid. If SimBrief detects any errors in your route, they will appear in the adjacent area.

To have SimBrief automatically add [SIDs and STARs](#) to your route, click the **Find SID/STAR** button. If more than 1 SID or STAR is available, a pop-up will appear allowing you to choose from a list of available options.

To preview the available SIDs and STARs on the interactive map, click the **View SID/STAR** button. Each SID and STAR will be drawn and labelled on the map using different colors for ease of reference. It is also possible to hover over a SID or STAR to highlight it further and temporarily fade the others from view.

Along the top-right of the Route section, you will also find various links to external route-finding and route-validating websites, such as [FlightAware](#), [SkyVector](#), and [EDI-GLA](#). In the unlikely event that SimBrief cannot suggest a route for you, these links can serve as alternative route resources.

Route Formats

Generally, SimBrief routes should be entered with all waypoints and airways separated by a single space. For example, `BANGR9 PANGL YZT J502 PRYCE BKA 59N140W JOH WITTI4`.

In the route above, **BANGR9** is the [SID](#), **PANGL** is the first waypoint, **J502** is the airway connecting **YZT** and **PRYCE**, and **WITTI4** is the [STAR](#). There is no airway between **PANGL** and **YZT**, which means we would simply fly direct between these 2 waypoints. It is also fine to write this route segment as `PANGL DCT YZT`. **DCT** is the standard ICAO identifier for **Direct**, but SimBrief normally omits the **DCT** in its route suggestions for simplicity.

`59N140W` is a custom lat/long waypoint which translates to **59° North by 140° West**. More precise coordinates can also be entered, for example: **59°17'30"N 140°32'12"W** can be entered as `591730N1403212W`.

Place/Bearing/Distance waypoints can be entered using the following format: `JFK270020`. In this case, a custom waypoint would be positioned on the **270** degree radial at **20** nautical miles from the **JFK** VOR.

For oceanic flights, [North Atlantic Tracks \(NATs\)](#) can be entered as airways in the route string. For example, **NATU** stands for **Track Uniform** in the following route: `GREKI JUDDS MARTN TOPPS N557A NEEKO NATU GISTI SLANY UL9 STU P2 BEDEK BEDE1H`.

Note: NATs change daily, so only the current day's tracks will be recognized by SimBrief. To enter a track from a previous day, you would need to include the track's waypoints in the route instead.

To add custom step climbs or descents along your route, simply append the new altitude using the ICAO standard format after the desired waypoint. For example, to descend to **27,000 feet** after **PRYCE**, simply type your route as: `YZT J502 PRYCE/F270 BKA`.

*Note: If your route contains any custom step climbs or descents, the **Plan Stepclimbs** option will be disabled and SimBrief will not plan any altitude changes other than the ones you specify.*

Finally, to convert any waypoints in your route to latitude and longitude coordinates, append `/LL` to any waypoints you wish to convert. For example, the route `KJFK GAYEL/LL PONCT JFUND2 KBOS` will result in the following route once generated: `KJFK 412424N0742125W PONCT JFUND2 KBOS`.

Suggested Routes

SimBrief maintains several route databases, based on data from various sources. Once you enter a **Departure Airport**, **Arrival Airport**, and **Aircraft Type**, all of these databases are queried to compile a list of possible routes for your flight.

Routes are sorted based on their quality and are listed in the Suggested Routes section. Clicking on a route will automatically insert it into the **Selected Route** box and draw it on the [Interactive Map](#).

Depending on the airports, SimBrief can sometimes have over 20 suggested routes to choose from. While the Suggested Routes section will initially show the first 5 routes only, a more complete list of routes can be accessed by clicking the **View All** button.

Each suggested route is labelled and color-coded to indicate its source and/or how it was created. Depending on the flight, you may see one or more of the following route types:

Route Source	Description
Real-world route	This route has been used by real-world flights between these airports. If multiple real-world routes are available, they are prioritized based on aircraft type and how commonly the route is used in the real world.
Retrieved from the UK & Ireland SRD	This route has been retrieved from the UK & Ireland Standard Route Document . It should therefore be IFPS compliant.
IFPS compliant route (current AIRAC)	This route has been reported to be IFPS compliant during the current AIRAC cycle. While SimBrief cannot automatically submit routes to Eurocontrol for validation, it maintains a database of routes which have been manually validated.

Route Source	Description
IFPS compliant route (previous AIRAC)	This route has been reported to be IFPS compliant , but it has not been re-validated since the current AIRAC cycle came into effect.
Based on other IFPS compliant routes	No IFPS compliant route is available between these airports, but SimBrief has been able to stitch together a route using other IFPS compliant routes between similar airports.
Generated based on current NATs	This route has been stitched together using pieces of real-world and IFPS compliant routes, which are joined together using a current North Atlantic Track . This normally only applies to oceanic flights.
User submitted preferred route	This route has been manually submitted to the database by another SimBrief user. They have labelled it as a preferred route between these airports.
User submitted route	This route has been manually submitted to the database by another SimBrief user.
Previously assigned by VATSIM ATC	This route has been used on the VATSIM network when ATC was online at the departure airport. SimBrief continuously monitors VATSIM traffic and saves routes which are assigned to flights by an online Air Traffic Controller.
Previously used by other users	This route has been previously used by other SimBrief users who generated this flight. Basic analysis and filtering is done to exclude any low quality routes, such as those with large detours, backtracks, and invalid waypoints or airways.
Generated by the SimBrief Route Finder	SimBrief has created this route from scratch using its Route Finder feature. This is normally much slower and can delay the response time by several seconds, so it is only attempted as a last resort if no other routes are available.

Note: In some cases, the same route might exist in more than one of SimBrief's databases. When this happens, the route will only be listed once and will be labelled using the highest quality source that applies (for example, most real-world routes have also been previously used many times by other SimBrief users. These routes will appear as real-world routes in the list).

IFPS Validation

IFPS Validation applies to European routes only. In the real world, using an IFPS compliant route is mandatory when planning a flight in European airspace. For flight simulation purposes this is optional, but it is recommended to try and use an IFPS compliant route when flying on a network such as [VATSIM](#), [IVAO](#), [PilotEdge](#), or [POSCON](#).

While SimBrief does its best to suggest an IFPS compliant route for European flights, not all flights will have these routes available. [Suggested Routes](#) labelled as **Real-world route**, **Retrieved from the UK & Ireland SRD**, and **IFPS compliant route** are more likely to be IFPS compliant, while other route sources may vary.

To check whether your route is IFPS compliant, simply click either the  icon in the [Route](#) section, or the **IFPS Validation** button in the [Route Calculator](#) section. This will open a pop-up window with further instructions.

Note: As SimBrief cannot validate routes with Eurocontrol directly, it is necessary to manually copy/paste flight plans into the [Public NOP Network Operations Portal](#). SimBrief's IFPS Validation pop-up guides you through this and provides a FPL string you can copy.

If no IFPS compliant route is available in the [Suggested Routes](#) section, it may be possible to find one using one of the links in the [Route](#) section (for example, [GRD](#), [EDI-GLA](#), or [autorouter.aero](#)). Alternatively, it may also be possible to use the [Route Calculator](#) to create an IFPS compliant route manually.

Generally, using the Route Calculator to create an IFPS compliant route is a trial and error process. It often involves generating a route, validating it, then modifying the route preferences to correct any errors that were returned during validation. Repeat this process as necessary until the resulting route is valid.

For reference, some examples of common errors that can be returned by the Eurocontrol route validator are found below. For a complete list, please refer to the [Eurocontrol Flight Plan Guide](#).

Error	Meaning
TRAFFIC VIA LSASFRA IS ON FORBIDDEN ROUTE REF:[LS2797B] ULMES	The waypoint ULMES is forbidden for this route. Avoid it by typing ULMES into the Avoid section if using the Route Calculator feature.
TRAFFIC VIA MERLY IS ON FORBIDDEN ROUTE REF:[EG2605A] MERLY UL180 SWANY NOT AVAILABLE	The UL180 airway is invalid for this route. Avoid it by typing UL180 into the Avoid section if using the Route Calculator feature.

Error	Meaning
TRAFFIC VIA BAKUR BANBA SLANY IS OFF MANDATORY ROUTE REF: [EG2155A] STU UP2 NUMPO COMPULSORY	The airway segment <code>STU UP2 NUMPO</code> is mandatory for this route. Force it into your route by typing <code>STU UP2 NUMPO</code> into the Include section if using the Route Calculator feature.
THE DCT SEGMENT NINTU..REPSI (65 NM) IS TOO LONG FOR LFMMFRA:195:500. MAXIMUM IS 0 NM	Your route includes the segment <code>NINTU DCT REPSI</code> , however it is not permitted to fly direct between these waypoints between FL195-FL500. Try to find a route that uses an airway through this area instead.
HLZ L980 ADLIR IS A CDR 3 IN FL RANGE F275..F285	The airway segment <code>HLZ L980 ADLIR</code> is a Non-Plannable Conditional Route. Avoid it by typing <code>L980</code> into the Avoid section in the Route Calculator feature, or specify a different Estimated Altitude .
RANUX UN858 BETEX DOES NOT EXIST IN FL RANGE F000..F195	The airway segment <code>RANUX UN858 BETEX</code> does not exist below FL195. Try a different Estimated Altitude , or avoid the airway altogether.
TRAFFIC VIA LFEE5R:F355..F999 IS ON FORBIDDEN ROUTE	The flight crosses an airspace at a forbidden altitude. Either try routing around this airspace or specify a different Estimated Altitude .
THE STAR LIMIT IS EXCEEDED FOR AERODROME EDDK	The last waypoint in your route does not link to an available STAR. Try to modify your route so that it connects to a valid STAR procedure.
CRITICAL YOYO DETECTED ON KOVIN .. ODEBU	The IFPUV detected that there is a significant step down at <code>KOVIN</code> and then a step back up at <code>ODEBU</code> . This can happen if the airway between the 2 is restricted to a lower altitude than your Estimated Altitude . The route may still technically be IFPS compliant, but a more optimal routing is likely possible by avoiding that airway.
ACTUAL DATE AND TIME OF DEPARTURE IS NOT IN ACCEPTABLE RANGE	The Departure Time for your flight is either in the past or too far in the future. Try using a different departure time.
FLIGHT PLAN DOES NOT COMPLY WITH 8.33 CARRIAGE REQUIREMENTS	Generally, flights in Europe require 8.33 kHz channel spacing capable radio equipment. The ICAO equipment code for the selected airframe does not indicate this capability. To fix it, update your Airframe Options to add <code>Y</code> to the ICAO Equipment .

Error	Meaning
FLIGHT NOT APPLICABLE TO IFPS	This flight does not enter European airspace, or more specifically, the IFPS Zone (IFPZ). IFPS validation is not applicable.

Note: If more than one error appears when validating a route, it is normally best to fix the first error only and regenerate your route. Usually this will cause you to be routed elsewhere, and the other errors may disappear as a result.

Route Calculator

The Route Calculator section makes it possible to create a custom route. If none of the [Suggested Routes](#) meet your needs, consider trying the Route Calculator feature instead.

Simply enter any route preferences as required, then click **Calculate Route**. The following general options are available:

Option	Description
Algorithm	Choose which algorithm to use when calculating your route. Preferred is recommended for most use cases. It takes a hybrid approach and first searches SimBrief's preferred routes database for a route which matches your criteria. If no matching route is found in the database, it calculates one using the Min Distance algorithm. Min Distance uses Navigraph's latest routing algorithm to find the shortest route (in terms of distance). It gives better results, is more flexible, and is quicker to calculate routes than the Legacy algorithm. Legacy uses the old SimBrief Route Finder feature, which is no longer being maintained. It may have bugs, is slower to calculate, and might not find a route in all scenarios. Legacy (VOR) finds a route using VORs only.
Oceanic Waypoints	For Preferred and Min Distance routes, choose which style of oceanic waypoints to use. Whole Degrees will use ICAO formatted lat/long waypoints (ex. 45N030W). Degrees & Minutes will result in more precise coordinates (ex. 4515N03045W), which can slightly reduce route distance but are more complicated to program into the FMS. ARINC Shorthand will format coordinates using the ARINC 424 specification (ex. 4530N).

Option	Description
Estimated Altitude	Enter the approximate altitude you plan to fly at. For Preferred , Min Distance , and Legacy routes, this controls whether high- or low-level airways will be used. For Legacy (VOR) routes, this will control how far apart the VORs should be spaced (at lower altitudes, they will be spaced closer together due to lower reception distance).

It is also possible to include certain waypoints, airways, or route segments, as well as avoid waypoints, airways, or areas.

To include a specific airway, waypoint, or segment in your route, simply click the  icon under **Include the following** to insert a new line. Then, either type the waypoint(s) directly into the text box or choose an option from the drop-down list (for example, an oceanic track).

Some examples can be found below:

Include	Result
JFK	Include the JFK VOR in your route
RBL J1 AVE J6 LANDO	Include the specified segment between RBL and LANDO in your route

By default, SIDs and STARs will be found automatically, however specific SIDs and STARs can also be manually selected using the provided drop-down menus. It is also possible to manually type a waypoint or route segment into the SID/STAR boxes to define how the route should start or end. To preview the available SIDs or STARs on the interactive map, click the  icon.

To avoid a specific FIR, SIGMET, airway, or waypoint, click the  icon under **Avoid the following** and type the associated identifier into the text box. It is also possible to choose from a list of pre-defined areas using the drop-down list (for example, Russian airspace or ETOPS areas). Note that multiple waypoints or areas can be entered by separating them with a slash (/).

To save a custom area or waypoint group, simply type it in and click the  icon to the right of the row. To subsequently delete a saved group, select it from the drop-down list and click the  icon.

Some examples can be found below:

Avoid	Result
J1	Avoid the entire J1 airway

Avoid	Result
RBL J1 AVE	Avoid a portion of the J1 airway between RBL and AVE
AJJAY	Avoid the AJJAY waypoint
UHMM	Avoid the UHMM FIR
UH*	Avoid any FIR beginning with UH (avoids UHMM and UHHH)
UH*/UM*	Avoid any FIR beginning with UH or UM
U01	Avoid SIGMET U01

Note: The Route Calculator is a premium feature only available to [Navigraph Unlimited](#) subscribers. Users without a subscription can opt to use SimBrief's old Route Finder feature instead, however, note that the old Route Finder is no longer maintained and might not be able to find a route in all situations.

Alternate Airports

The Alternate Airports section lets you customize your destination, takeoff, and enroute alternates. For example, you can set how far away your alternates should be, the minimum acceptable forecast weather, the minimum runway length, and more.

Normally, SimBrief will automatically find alternate(s) as soon as the 3 [Required Options](#) are set. However, these can be customized at any time by changing the alternate filters and clicking the **Find Alternates** button.

When more than one possible alternate airport is found, SimBrief prioritizes them on how well equipped they are (how many ILS approaches and runways they have) and how far away they are (favoring airports located at about half of the search distance, while also avoiding airports which are too close). It also generally prefers alternate airports within the same country and avoids using military airports if possible.

When considering the lowest ceiling and visibility options, SimBrief looks at each airport's [TAF](#) for the period from 1 hour before to 4 hours after the estimated time you would arrive at that airport. It notes the lowest ceiling and visibility during that time period and excludes any airports that fall below the minimum values you have set.

If no useable airports are found within the search distance, SimBrief may expand its search slightly outside the search distance. If still no airports are found, a pop-up warning will be generated to alert you.

A full list of alternate options and filters can be found below:

Option	Description
Alternates Count	The amount of destination alternates to plan. It is possible to plan anywhere from 0 to 4 destination alternates.
Max Distance	The maximum search distance when finding destination or takeoff alternates. By default, this will be set to the distance that your selected aircraft type can fly in 1 hour.
Min Ceiling	The minimum forecast ceiling for an airport to be considered useable.
Min Visibility	The minimum forecast visibility for an airport to be considered useable. The visibility can be set in either Statute Miles or Meters using the provided drop-down. Clicking the  icon will save the selected unit as the default when creating a new flight.
Min Runway	The minimum available runway length for an airport to be considered useable. The length can be set in either Feet or Meters using the provided drop-down. Clicking the  icon will save the selected unit as the default when creating a new flight.
Avoid Airports	A list of airports to avoid when finding alternates. Each airport's ICAO code or IATA code should be separated by a single space. Clicking the  icon will save the selected airports as the default when creating a new flight.
Avoid TS/FG	Choose whether to avoid airports that have any thunderstorms, fog, freezing rain, heavy precipitation, hail, or volcanic ash in the forecast. Sometimes these phenomena can be present without necessarily causing the ceiling or visibility to fall below minimums, but it is often still advisable to avoid them.

It is possible to plan anywhere from 0 to 4 destination alternates, as well as 1 takeoff alternate and 1 enroute alternate. Next to each alternate airport, clicking the  icon will bring up the current [METAR](#), [TAF](#), [ATIS](#), and [NOTAMs](#) for that airport.

Note: SimBrief will only plan alternate fuel to proceed from the destination to the primary/first alternate airport. If you want to make sure you have enough fuel to reach any of your alternates, make sure to place the farthest alternate in the primary slot. SimBrief normally tries to do this by default.

By default, SimBrief will only select a takeoff alternate if the departure airport is under IFR weather conditions, and it will only select an enroute alternate if the **Contingency Fuel** option is set to **EASA**. You can force it to find either of these alternates at any time by clicking the applicable **Find** button in the Alternate Airports section.

Note: When selecting an Enroute Alternate, SimBrief searches an area along the route of flight in accordance with EASA Part CAT.OP.MPA.150(b). This states that the Fuel Enroute Alternate should be located within a circle having a radius equal to 20% of the total flight plan distance, the centre of which lies on the planned route at a distance from the destination aerodrome of 25% of the total flight plan distance, or at least 20% of the total flight plan distance plus 50 NM, whichever is greater.

For each destination alternate airport, the following options can also be customized:

Option	Description
Airport	The 4-letter ICAO code of the selected airport. Normally alternate airports are automatically filled in, but it is also possible to manually type an airport code or click the ▼ icon to bring up a list of other suggested alternates. When manually typing an airport code, both 4-letter ICAO and 3-letter IATA codes are accepted.
Runway	The planned landing runway at the alternate airport. This can increase how much alternate fuel is required if the landing runway facing the other direction.
Altitude	The cruising altitude when proceeding to this alternate airport. If left blank, SimBrief will automatically determine a suitable altitude when it generates the flight plan.
Route	The routing from the arrival airport to this alternate airport. Please see the Route Formats section for a description of how to edit the route string. Clicking the ▼ icon will bring up a list of other suggested routes. Clicking the Analyze button will draw the route on the Interactive Map and check that the included waypoints and airways are valid.

Finally, the Enroute Stations option lets you specify a series of enroute airports, for which weather and NOTAMs will be included in your flight plan. By default, enroute stations are disabled, however you can automatically find suitable airports by choosing one of the following options from the list:

Option	Description
Adequate Alternates	Finds airports which meet the specified Min Runway length.
Suitable Alternates	Finds adequate alternates with a favorable weather forecast.
Adequate ETOPS	Finds ETOPS-certified airports along your route.
Suitable ETOPS	Finds ETOPS-certified airports with a favorable weather forecast.

*Note: To always find enroute stations by default for future flights, select an **Enroute Stations** option, then click the  icon.*

ETOPS Scenario

Generally speaking, [ETOPS](#) applies to any flights which, at any point along the route, fly beyond 60 minutes (or the **Threshold Time**, if set differently) from an adequate airport (in still air conditions at the approved engine-out speed). Common examples are oceanic and polar routes, where the closest airport can sometimes be several hours away.

The ETOPS segment begins at the ETOPS Entry Point (EEP), which is the point after which you are no longer continuously within 60 minutes (or the threshold time) of an adequate airport. It ends once you reach the ETOPS Exit Point (EXP), after which you will remain within the threshold time of an adequate airport until you land at your destination.

Different airframes or operators can be certified to different maximum diversion times, with most operators being certified to either 120 or 180 minute ETOPS. As an example, 180 minute ETOPS means that the flight must remain within 180 minutes (3 hours) of a suitable diversion airport (in still air conditions at the approved engine-out speed) at all times during the ETOPS segment. In SimBrief, the maximum diversion time is controlled using the **Target Scenario** option.

Assuming the **ETOPS Planning** option in the [Selections](#) section is enabled, and provided your route takes you farther than the threshold time from an adequate airport at some point, SimBrief will automatically determine the ETOPS entry, exit, and suitable airports when generating your flight plan. If you prefer to preview or customize the ETOPS scenario before generating your flight, use the provided options in the ETOPS Scenario section.

The ETOPS Scenario section will normally be blank when you first open it. Clicking the **Calculate** button will determine the appropriate entry, exit, and suitable airports and populate them into the appropriate fields. If the ETOPS Scenario is not blank, clicking the **Validate** button will check that the selected airports are valid, that they are located within the maximum diversion time, and that the forecast weather for each suitable airport is above alternate minimums.

*Note: The ETOPS Scenario section will not be accessible unless the **ETOPS Planning** option in the [Selections](#) section is enabled.*

A full list of ETOPS Scenario options can be found below:

Option	Description
Threshold Time	The maximum time from an adequate airport, beyond which an ETOPS scenario will be required. 60 minutes is normally used for most twin-engine aircraft.
Target Scenario	The maximum diversion time to use when finding suitable airports. If left in Auto , the system will first try 120 minutes , then 180 minutes , and so on until a valid scenario is found.
Exclude Airports	A list of airports to avoid when calculating the ETOPS scenario. Each airport's ICAO code or IATA code should be separated by a single space. Clicking the  icon will save the selected airports as the default when creating a new flight.
Entry Airport	The adequate airport associated with the ETOPS entry point. After you pass beyond 60 minutes (or the threshold time) from this airport, you will enter the ETOPS segment.
Exit Airport	The adequate airport associated with the ETOPS exit point. Once you come within 60 minutes (or the threshold time) of this airport, you will exit the ETOPS segment.
Alternate 1	The first suitable diversion airport. Suitable airports must be within the maximum diversion time (in still air conditions at the approved engine-out speed). Every ETOPS flight needs to have at least 1 suitable diversion airport.
Alternate 2-6	Additional suitable diversion airports. If more than 1 suitable airport is selected, SimBrief will calculate the Equal Time Point (ETP) between each pair of suitable airports and include it in the flight plan. Pilots use the ETPs between the suitable airports to determine which airport is closer if they ever need to divert.

Historical Weather

By default, SimBrief includes the current [METAR](#) and [TAF](#) reports when generating a flight plan. For upper-level winds, SimBrief calculates flights using the appropriate upper-level winds forecast (up to approximately 36 hours in the future).

Planning historical flights based on weather from a date in the past requires [Active Sky](#). Active Sky is a comprehensive weather simulation engine for FSX, P3D, and X-Plane that also supports several years worth of historical weather data. SimBrief is able to download this historical data from Active Sky and use it when planning your flight.

Note: The Historical Weather feature requires at least Active Sky P3D, Active Sky XP, or Active Sky AS16. Older Active Sky versions (such as Active Sky Next) are not compatible.

To upload a new historical weather snapshot, first set the **Departure Time** option in the [Flight Info](#) section to some date in the past. Then, make sure that both Active Sky and the SimBrief Downloader are installed and running on your PC. Finally, under **Use or Upload Snapshot**, choose **Update - Upload a new weather snapshot**.

The most recent historical weather snapshot you have uploaded will always be indicated under **Latest Snapshot**. If you subsequently change the **Departure Time** option to a date that does not match your latest snapshot, the Historical Weather feature will be disabled and SimBrief will revert back to using default/current weather.

The Interactive Map

The Interactive Map lets you preview your route and visualize various data such as airports, nav aids, oceanic tracks, and significant weather. Normally this map is located on the right-hand side of the screen, however on narrow screens (like mobile phones) it might be found near the bottom of the page instead.

Hovering over the icons at the top-right of the map will reveal a variety of weather layers, chart layers, and base layers to choose from. Activating certain weather layers will reveal a widget below the map which allows you to choose which forecast times and altitudes to display.

Note: Some of these layers may require a [Navigraph Unlimited](#) subscription to access them.

Finally, a series of buttons along the top of the map can be used to show or hide various data sets and overlays:

Button	Description
	Show or hide the route preview on the map. Each waypoint in the route can be clicked to reveal basic information about it.
	Show or hide the ETOPS scenario on the map. The entry, exit, and suitable airports are shown, along with both the 60 minute and the maximum diversion time range rings.
	Show or hide airports on the map. Showing airports will reveal a dropdown menu which can be used to control which airports to display (All , Alternates , or ETOPS adequate airports). With Alternates selected, the airports are color coded based on the forecast weather at the estimated arrival time. Clicking an alternate airport on the map will bring up information such as the longest runway, the number of ILS approaches, and the current METAR and TAF. If ETOPS is selected, the map will also be shaded to depict the ETOPS areas of operation.
	Show or hide VORs on the map.
	Show or hide NDBs on the map.
	Show or hide waypoints/intersections on the map.
	Show or hide airways on the map. A dropdown menu will also appear to select between high and low airways.
	Show or hide color-coded SIDs and STARs on the map. Hovering over an individual SID or STAR will highlight it further.
	Show or hide North Atlantic Tracks . A dropdown menu will also appear to select between Eastbound or Westbound tracks.
	Show or hide the Pacific Organised Track System . A dropdown menu will also appear to select between Eastbound or Westbound tracks.
	Show or hide Flight Information Regions .
	Show or hide Upper Information Regions .
	Show or hide areas of night and day on the map.
	Toggle a full screen version of the Interactive Map.

Flight Briefing

After your flight plan has been generated, you will normally be redirected to the Flight Briefing page. This page summarizes your flight and provides various information such as the calculated time enroute, fuel burn, flight route, aircraft weights, airport weather, and downloadable FMS/route files.

You can also manually open the Flight Briefing page for your latest flight at any time by clicking **View Flight Plan** in the left-hand navigation menu. Briefings for your older flights can be opened from either the [Saved Flights](#) page or the [Welcome Dashboard](#), provided they were generated within the past few days.

Initially, some sections of the Flight Briefing page might be collapsed by default. Simply click the appropriate **Show Details** button to reveal any sections you want to view.

Page Actions

At the top of the Flight Briefing page are the following 5 page actions:

Action	Description
 Edit Flight	Return to the Flight Options page for this flight so that you can modify or regenerate it.
 View PDF	Download a PDF version of the complete briefing package, also known as the Operational Flight Plan (OFP) .
 Import into Charts	Open Navigraph Charts in a new window and automatically import this flight.
 Flight Plan Downloads	View the complete list of available route exports and FMS files for this flight.
 Profile on a Network	File this flight plan on an online network such as VATSIM , IVAO , PilotEdge , or POSCON .
 Takeoff Performance	Open the takeoff performance tool, which lets you compute takeoff speeds and thrust settings. Please refer to the Takeoff Performance section for more information.
 Landing Performance	Open the landing performance tool, which lets you compute actual and factored landing distances. Please refer to the Landing Performance section for more information.

Action	Description
 IFPS Validate	Check whether your flight plan is IFPS compliant. This will open a pop-up window with further instructions, please refer to the IFPS Validation section for more information.

Errors and Warnings

If any errors or warnings occurred while generating this flight, they will be prominently displayed in red or orange at the top of the Flight Briefing page. For example, if the flight exceeds the aircraft's maximum range or if any part of the route was invalid.

A list of common errors can be found below:

Error	Description
Warning: Flight exceeds aircraft range	The selected aircraft cannot carry enough fuel to complete this flight with the required fuel reserves. It may be possible to fix this error by reducing the payload, choosing a slower cruising speed, or choosing a closer alternate airport.
Warning: OFP based on zero wind conditions	The flight was generated without considering the upper-level winds. To fix this, set the Winds Aloft option to Enabled on the Flight Options page (near the bottom in the Debug Parameters section).
Error: Airway L608 uses invalid endpoints	In the flight route, the waypoint immediately before or after the L608 airway is not actually part of that airway. The airway has therefore been ignored.
Error: Fix or airway Z999 not found	In the flight route, the waypoint or airway Z999 was not found in the AIRAC database. It has been ignored.
Notice: SID MAXI1F is invalid for runway 09L	The SID MAXI1F was used in the flight route, but the specified Departure Runway is not valid for that SID.
Notice: STAR UNOK3A is invalid for runway 07L	The STAR UNOK3A was used in the flight route, but the specified Arrival Runway is not valid for that STAR.
Payload/cargo limited by MTOW/MLW/MZFW	The system has automatically reduced your passenger count or cargo amount in order to respect the aircraft's maximum certified weights. See the Dispatch Remarks section for more information.

Flight Info

This section contains basic information such as the departure/arrival airports, flight number, and flight date:

Title	Description
Flight Number	The airline ICAO code and flight number. If both the Airline and Flight Number options were left blank, the aircraft registration will be appear here instead.
Callsign	The ATC callsign for this flight. Defaults to the Flight Number , unless a custom ATC Callsign was specified.
Departure	The 4-letter ICAO code and 3-letter IATA code for the departure airport.
Arrival	The 4-letter ICAO code and 3-letter IATA code for the arrival airport.
Alternate	The 4-letter ICAO code and 3-letter IATA code for the primary alternate airport.
Aircraft	The selected aircraft's ICAO type designator .
Departure Date	The scheduled departure date (in UTC/Zulu).
Departure Time	The scheduled departure/pushback time from the gate (in UTC/Zulu).
Arrival Time	The estimated arrival time at the arrival gate (in UTC/Zulu).
Air Time	The estimated airborne time (from takeoff to landing).
Block Time	The estimated total flight time (from gate departure to gate arrival).
Airframe	The selected airframe's civil registration .

Flight Plan Summary

This section contains information about the calculated flight profile and briefing preferences:

Title	Description
Initial Altitude	The altitude that the flight will initially climb to after takeoff. Note that this may be lower than the final altitude, for example if the flight plan includes any step climbs or if the first airway is subject to any altitude restrictions. Check the Route section to see whether any step climbs are planned after the initial cruising altitude.
Cruise Profile	The selected cruising speed or cruise profile. Examples of common profiles that might appear here include CI 15 (cost index 15), M78 (Mach .78), LRC (long range cruise), and MCR (max speed cruise).
Route Distance	The total ground distance along your route of flight from the departure to the arrival airport. The route distance also accounts for any estimated ATC vectoring to/from the departure and arrival runways.
Average Wind	The calculated average wind direction (in degrees true) and speed (in knots) during this flight.
Wind Component	The calculated average wind component during this flight. M050 would indicate a 50 knot headwind, while P020 would indicate a 20 knot tailwind. A headwind causes your flight to be longer and increases fuel consumption as a result, while a tailwind does the opposite.
ISA Deviation	The calculated average temperature difference from International Standard Atmosphere (ISA) . P05 would indicate 5 degrees warmer than ISA. Temperatures warmer than ISA cause the fuel consumption to be slightly higher and can reduce the aircraft's altitude capability.
Release Number	The flight plan release number. This number is incremented any time you regenerate the same flight.
Fuel Deficit	If this flight exceeds the selected aircraft's range for any reason, the fuel shortage will be displayed in red.
AIRAC Cycle	The navigation database that was used to parse the route and generate this flight.
OFP Layout	The selected briefing package or Operational Flight Plan layout for this flight.
Units	The selected fuel and weight units for this flight, normally either Kilograms (KG) or Pounds (LBS) .

Title	Description
Navlog	Whether the Detailed Navlog option was enabled in the Selections section of the Flight Options page. If the Detailed Navlog option is not enabled, the calculated fuel burn and time enroute will be much less accurate.
ETOPS	Whether an ETOPS Scenario has been calculated for this flight. If not, it could mean that either the route never goes beyond 60 minutes from an adequate airport or that the ETOPS Planning option was disabled in the Selections section of the Flight Options page.

Load Sheet

The load sheet section lists the primary fuel and weight figures for your flight:

Title	Description
Enroute Burn	The calculated fuel burn from takeoff to landing.
Passenger Count	The number of passengers that have been planned. Please see the Optional Entries section for a description of how SimBrief calculates passenger loads.
Empty Weight	The airframe's Operating Empty Weight .
Estimated ZFW	The estimated Zero Fuel Weight for this flight.
Estimated TOW	The estimated Takeoff Weight for this flight.
Estimated LW	The estimated Landing Weight at the destination airport.
Block Fuel	The amount of fuel that should be loaded into the aircraft at the gate prior to departure. Clicking the  icon will display the equivalent fuel quantity in liters or gallons.
Cargo	The amount of weight that is planned to be loaded into the cargo compartments, including passenger baggage and any additional freight. Please see the Optional Entries section for a description of how SimBrief calculates the cargo weight.
Payload	The planned total Payload for this flight. Essentially the sum of the passenger and cargo weights.

Title	Description
Max ZFW	The airframe's Maximum Zero Fuel Weight . This can be customized on the Airframe Options page.
Max TOW	The airframe's Maximum Takeoff Weight . This can be customized on the Airframe Options page.
Max LW	The airframe's Maximum Landing Weight. This can be customized on the Airframe Options page.

Route and Step Climbs

The route section displays the final calculated route for this flight, including any planned [step climbs](#). If any invalid waypoints or airways were entered on the [Flight Options](#) page, they will be removed in the final calculated route.

Altitudes and step climbs are represented using the standard ICAO format. The ICAO format always includes the new [true airspeed](#), followed by the altitude, for every step climb. For example, `JFK/N0450F320` indicates that after the JFK VOR, the aircraft will cruise at 450 knots true airspeed and cruise at 32,000 ft (FL320).

True airspeed is normally expressed in knots and altitudes in feet, however some areas of the world (such as China) may represent speeds in kilometers per hour and meters. In such cases, `JFK/K0930S0980` would indicate a cruise speed of 930 kilometers per hour and an altitude of 9,800 meters (approximately 32,100 ft). Conversion charts for metric flight levels can be found [here](#).

To give a full example, the following route indicates an initial altitude of **34,000 ft (FL340)**, followed by a step climb to **36,000 ft (FL360)** after **SAPRA**, then a climb to **11,600 meters (FL381)** after **AGAVO**:

```
RJAA/16R N0467F340 TETRA8 ENPAR Y16 SAPRA/N0468F360 Y685 SEL Y697 AGAVO/K0863S1160 A591
IKEKA W4 HCH W200 DOVIV W55 DUMAP DUMA2G ZBAA/19
```

Dispatch Remarks

This section could contain either automatic or manual dispatch remarks. Automatic remarks sometimes inform the pilot that an optimum altitude has been planned or that the planned payload has been reduced. Manual remarks can be set using the **Dispatch Remarks** option in the [Text Entries](#) section of the Flight Options page.

A list of common automatic dispatch remarks can be found below:

Remark	Description
Planned optimum flight level	Although the aircraft could technically climb higher than the selected cruising altitude, a lower altitude has been chosen since it is more efficient. Often this can occur on short flights or when the upper-level winds are less favorable at higher altitudes.
ETOPS fuel required	Additional fuel needed to be boarded to account for a diversion at the ETOPS critical point.
OFP based on historical weather	This flight plan was created using the Historical Weather feature.
Payload/cargo limited by MTOW	This flight's payload needed to be reduced to not exceed the aircraft's Maximum Takeoff Weight . If you entered a custom Passengers or Freight option on the Flight Options page, you might notice it has been reduced in the final flight plan.
Payload/cargo limited by MZFW	This flight's payload needed to be reduced to not exceed the aircraft's Maximum Zero Fuel Weight . If you entered a custom Passengers or Freight option on the Flight Options page, you might notice it has been reduced in the final flight plan.
Payload/cargo limited by MLW	This flight's payload needed to be reduced to not exceed the aircraft's Maximum Landing Weight at the destination airport. If you entered a custom Passengers or Freight option on the Flight Options page, you might notice it has been reduced in the final flight plan.

ATC Flight Plan

This section contains an ATS flight plan (FPL) for this flight. It is basically a textual representation of a standard [ICAO flight plan](#).

This can sometimes be used by various third-party tools or apps to load the flight into them. It can also be used for [IFPS Validation](#).

Briefing Preview

The Briefing Preview section contains a scrollable preview of the final briefing package or [Operational Flight Plan](#). For more info on how to read the various parts of the briefing package, please see the [Interactive OFP Sample](#) below.

Runway Analysis

The Runway Analysis section lets you preview the takeoff and landing portion of the briefing package, which contains abbreviated takeoff and landing calculations for various runways and conditions.

For more information on how to read this section, please go to the [Interactive OFP Sample](#) below and scroll down to the **Runway Analysis** portion.

For more information on takeoff and landing calculations in general, please refer to the [Performance and Tools](#) section.

Flight Maps

The Flight Maps section lets you preview the various route maps, upper air data, significant weather, and vertical profile maps (as applicable) from your OFP.

Hovering over the map viewer will reveal arrows to view the next or previous map. You can also switch between images by clicking the small dots below the map viewer.

Airport Details

Each airport in your flight plan has its own section on the Flight Briefing page. Clicking **Show Details** to reveal an airport section will reveal basic information such as the planned runway at that airport, the airport elevation, as well as the latest [METAR](#), [TAF](#), [ATIS](#), and [NOTAMs](#) that were available at the time the flight was generated.

Note: These sections will always show the weather that was current at the time the flight was generated. If the flight was generated some time ago, you can view the latest weather on the [Weather and NOTAM](#) page.

Flight Plan Downloads

This section contains a complete list of available route exports and FMS files. These files make it possible to import your SimBrief flight plan into over 50 different simulators, third-party aircraft, and tools.

While it is possible to manually download these files onto your computer using the Flight Plan Downloads section, the [SimBrief Downloader](#) can automate the process for you if you wish.

*Note: Route exports and FMS files will only be available if the **Detailed Navlog** option is enabled on the [Flight Options](#) page. Your **Selected Route** must also not be empty.*

Prefile on a Network

This section contains links to prefile this flight on various online networks such as [VATSIM](#), [IVAO](#), [PilotEdge](#), and [POSCON](#).

Clicking the applicable **Prefile** button will redirect you to that network's flight plan creation form with all of your flight information auto-filled for you.

Interactive OFP Sample

The Interactive OFP Sample provides a section-by-section breakdown of various OFP Layouts. Remember that the **OFP Layout** option on the Flight Options page lets you choose from a list of over 20 different Operational Flight Plan layouts used by various airlines around the world.

Click [here](#) to open the Interactive OFP Sample in your browser.

Saved Flights

Any flight options you have saved will be listed on the Saved Flights page. As a reminder, flights can be saved by clicking the **Save Flight** button near the top of the [Flight Options](#) page.

Saved flights are particularly useful if you often fly the same flights and don't want to set them up from scratch every time.

Page Actions

At the top of the Saved Flights page are the following page actions:

Action	Description
 New Flight	Open a blank Flight Options page.
 Show History Flights	By default the page will show a list of your saved flights. Clicking this button will instead show a list of previously generated flight plans.
 Delete Selected Flights	Delete any saved flights you have selected. To select flights, simply click the associated checkboxes to the right of the saved flights list.

Saved Flights List

This is a list of all the flights you have saved to your account. By default, flights are ordered by the date they were last modified (from newest to oldest). To sort by a different column, click the associated column label above the flights list (for example, to sort flights by departure airport, click the **Depart** label).

Clicking the **Load** button will open the [Flight Options](#) page and auto-fill the options for the selected flight.

Note: Loading a saved flight will auto-fill most of the flight options exactly as you saved them. The only exceptions to this are the departure date (which will be set to the current date) and the selected runways and alternates (which will be recalculated based on today's weather).

Clicking the **Delete** button will remove this saved flight from your account. To delete multiple flights at once, select the desired rows using the checkboxes on the right-hand side, then click  **Delete Selected Flights** at the top of the page. Multiple flights can be quickly selected by holding the **Shift** key, or by clicking the **Select All** label above the checkbox column.

A search box is also provided at the top-right of the page. When you type in a search, any flights that do not match will be hidden from view, leaving only those flights that match your search terms.

Dispatch History

Clicking the **Show History Flights** button will bring up the Dispatch History section, which lists every flight plan you have generated over the past few months. By default, only the 20 most recent flights will be listed, however more can be shown by clicking the **Show More Flights** button. The list can also be sorted by clicking the various column headers.

Flight plan amendments (multiple flight plans for the same flight with minor adjustments) are grouped together by default, but can be ungrouped by clicking the number to the very left of a flight plan row. You can also ungroup all flights at once by clicking the **Show Ungrouped** button.

Clicking the **View** button will open the [Flight Briefing](#) page for a given flight. Since SimBrief only stores flight briefings on the server for a few days, flights older than this might have their **View** button disabled.

Clicking the **Edit** button will load the [Flight Options](#) page and auto-fill the options that were used to generate the selected flight.

Finally, clicking the **Delete** button will remove the associated flight from your dispatch history list.

Note: Unlike saved flights, opening a dispatch history flight for editing will reload the flight options exactly as they were when you generated this flight. As a result, the departure date might be in the past, and the loaded runways and alternates might no longer be valid for today's weather.

Just as for saved flights, a search box is provided at the top-right of the page. When you type in a search, any flights that do not match will be hidden from view, leaving only those flights that match your search terms.

Saved Airframes

The Saved Airframes page lists any custom airframes you have saved to your account. Airframes can be thought of as different variants of the same aircraft type, for example different airframes might have different engines, different equipment, or different certified weights.

Custom airframes can even be used to simulate entire airline fleets, with each fin or [tail number](#) having its own equipment differences, weight limitations, and so on. Or, you can use them to customize the aircraft weights and equipment to more accurately match your favorite third-party add-on.

While some basic airframe settings can be customized directly on the [Flight Options](#) page (such as the **Registration** and **Fuel Factor**), most settings can only be accessed by editing a custom airframe through the [Airframe Options](#) page.

Page Actions

At the top of the Saved Airframes page are the following page actions:

Action	Description
 New Airframe	Create a new airframe. This will display the Select Aircraft Type list, where you can choose which aircraft to base your new airframe on. Click the Select button next to the desired aircraft to proceed to the next step.
 Delete Selected Airframes	Delete any airframes you have selected. To select airframes, simply click the associated checkboxes to the right of the saved airframes list.

Saved Airframes List

This is a list of all the airframes you have saved to your account. By default, airframes are ordered alphabetically by their civil registrations. To sort by a different column, click the associated column label above the airframes list (for example, to sort by ICAO code, click the **ICAO Code** label).

Clicking the **Plan** button will open the [Flight Options](#) page with this airframe pre-selected.

Clicking the **Edit** button will open this airframe in the [Airframe Options](#) page so that you can edit it.

Clicking the **Delete** button will remove this airframe from your account. To delete multiple airframes at once, select the desired rows using the checkboxes, then click  **Delete Selected Airframes** at the top of the page. Multiple airframes can be quickly selected by holding the **Shift** key, or by clicking the **Select All** label above the checkbox column.

Note: Deleting an airframe cannot be undone! Be extra careful when deleting multiple airframes at a time.

Finally, a search box is provided at the top-right of the page. When you type in a search, any airframes that do not match will be hidden from view, leaving only those airframes that match your search terms.

Airframe Options

The Airframe Options page lets you customize various airframe settings, such as the ICAO equipment string, maximum certified weights, service ceiling, default cost index, etc. You can also copy, delete, or share this airframe with other users using the provided buttons.

Towards the top of the page, a status message will advise whenever you have any unsaved changes. For example, opening an airframe and modifying any of the airframe options will cause the status message to turn red until you click **Save Airframe** again.

Page Actions

At the top of the Airframe Options page are the following page actions:

Action	Description
 Save Airframe	This will save any changes you have made. Note that if you are creating a new airframe, it will not be saved to your account until you click this button. If you leave the Airframe Options page without clicking this button, any changes you have made will be lost.
 Share Airframe	This opens a pop-up window with instructions on how to share your airframe with other users. When another user opens your custom airframe link, they will initially see the Airframe Options page with all of your current options filled in for them. They will then have the option to save that airframe to their own account.
 Copy Airframe	This lets you duplicate an airframe. Normally, clicking Save Airframe will overwrite whichever airframe you have open. Clicking Copy Airframe will instead clone the airframe, so that you can make any modifications and save it separately.
 Close Airframe	This closes the Airframe Options page and returns you to the Saved Airframes list.
 Undo Changes	This discards any unsaved changes you have made and restores the options from your most recent save.
 Delete Airframe	This permanently deletes the airframe from your account. Note that this cannot be undone!

Airframe Info

The Airframe Info section contains options such as the aircraft name, engine type, civil registration, and comments:

Option	Description
Base Type	The type code of the SimBrief aircraft profile that this airframe is based on. This is set when you initially create the airframe and cannot be changed afterwards.
ICAO Code	The 4-letter ICAO type designator for this airframe.
Civil Registration	The aircraft's civil registration .
Fin Number	The aircraft's fin or tail number .
SELCAL Code	The aircraft's SELCAL code.
Mode-S Code	The aircraft's ICAO 24-bit address . For Mode S equipped aircraft, this code is included in the ICAO flight plan string.
OFP Layout	This sets the default OFP Layout that flights with this airframe should use. If set to Default , selecting this airframe will have no effect on the OFP Layout option.
Flight Rules	This sets the default Flight Rules that flights with this airframe should use. If set to Default , selecting this airframe will have no effect on the Flight Rules option.
Type of Flight	This sets the default Type of Flight that flights with this airframe should use. If set to Default , selecting this airframe will have no effect on the Type of Flight option.
Plan Units	This sets the default weight units that flights with this airframe should use. When set to Kilograms or Pounds , if you select this airframe on the Flight Options page, the Units option will automatically be set to match these units. If set to Default , selecting this airframe will have no effect on the Units option.
Max Diversion	This sets the max distance between the destination and the alternate airport, as well as the max distance between the departure and the takeoff alternate (if required).
Min Runway	This sets the minimum runway length for an airport to be considered as a suitable alternate.

Option	Description
Aircraft Name	This controls the aircraft name that is displayed on some OFP layouts.
Engine Type	This controls the engine type that is displayed on some OFP layouts. Note that this setting only controls engine name on the flight plan, it does not have any effect on the actual aircraft performance.
Comments	You can use this field to enter any comments you would like to make about this airframe. For example, the airline it belongs to or the third-party add-on it is meant to be used with.

Airframe Equipment

The Airframe Equipment section contains options such as the ICAO equipment, weight category, and ETOPS certification:

Option	Description
Performance Code	The ICAO aircraft approach category .
Weight Category	The ICAO wake turbulence category .
ETOPS Threshold	The maximum time from an adequate airport, beyond which an ETOPS scenario will be required. 60 minutes is normally used for most twin-engine aircraft.
ETOPS Certification	The aircraft's maximum ETOPS diversion time. This will control the default ETOPS Target Scenario when selecting this airframe on the Flight Options page.
ICAO Equipment	The ICAO equipment code that describes the communication and navigation equipment on board the aircraft. Either type the equipment codes directly, or click the Builder button to open an interactive editor.
Transponder	The ICAO surveillance equipment code that describes the transponder equipment on board the aircraft. Either type the transponder codes directly, or click the Builder button to open an interactive editor.
PBN Capability	The aircraft's RNAV/RNP capabilities . This is normally required if R is included in the ICAO equipment code. Either type the PBN codes directly, or click the Builder button to open an interactive editor.

Option	Description
Extra FPL Info	Additional information to include in Field 18 (Other Information) of the ICAO flight plan. Any information should be prefixed by the appropriate indicator. For example, to include a custom remark, you would type <code>RMK/THIS IS A CUSTOM REMARK</code> . Clicking the <code>Builder</code> button will bring up an interactive editor.

Airframe Text Entries

This section lets you specify the default **Dispatcher Remarks** on a per-airframe basis. If you select this airframe on the [Flight Options](#) page, the **Dispatcher Remarks** option will be auto-filled as entered here.

Airframe Weights

The Airframe Weights section lets you define the aircraft's maximum certified weights, passenger capacity, and fuel capacity:

Option	Description
Weight Units	This lets you choose which units to use when setting your airframe weights. Currently Kilograms (KG) and Pounds (LBS) are supported.
Max Passengers	The maximum passenger capacity of this aircraft.
Passenger Weight	The average passenger weight to use when calculating the aircraft's payload. When you create a flight using this airframe, SimBrief will multiply the passenger count by this value to determine the total passenger weight in the cabin.
Baggage Weight	The average baggage weight (per passenger) to use when calculating the aircraft's payload. SimBrief will multiply the passenger count by this value to determine how much baggage to add to the cargo hold.
Empty Weight	The aircraft's Operating Empty Weight .
Max Zero Fuel Weight	The aircraft's Maximum Zero Fuel Weight .
Max Takeoff Weight	The aircraft's Maximum Takeoff Weight .

Option	Description
Max Landing Weight	The aircraft's Maximum Landing Weight.
Max Fuel Capacity	The maximum amount of fuel that can loaded into the fuel tanks, in Kilograms or Pounds.
Max Cargo Weight	The maximum weight that can be loaded into the cargo bays. If this is left blank, the maximum cargo will ultimately be limited by the aircraft's Maximum Zero Fuel Weight .
Default Freight Mode	When selecting this airframe on the Flight Options page, this controls the default setting for the Freight option. None will calculate no additional freight by default, while Auto will choose a random amount of freight depending on the aircraft type (cargo aircraft will load a lot of freight, passenger aircraft will load less). If left in Default , SimBrief will default to None for passenger aircraft and Auto for cargo aircraft.

Airframe Fuel Planning

The Airframe Fuel Planning section lets you specify the default **Fuel Planning** options when selecting this airframe on the [Flight Options](#) page. Please see the [Fuel Planning](#) section for a full description of these options.

Airframe Performance

The Airframe Performance section lets you tune some basic performance characteristics of the aircraft:

Option	Description
Fuel Factor	This controls the default value of the Fuel Factor option on the Flight Options page. The Fuel Factor acts as a fuel burn multiplier. A value of P05 would increase the fuel burn by 5%, while M07 would decrease it by 7%. If you notice that SimBrief regularly plans too much or too little fuel when using this airframe, you can use this option to adjust SimBrief's fuel burn calculations.

Option	Description
Cruise Level Offset	Use this option to adjust the cruising altitudes SimBrief chooses for this airframe. Some aircraft variants have slightly higher or lower altitude capabilities depending on their engines or winglets. A value of M0500 would shift SimBrief's selected altitudes lower by 500 feet on average, while P2000 would shift them 2,000 feet higher. Note that SimBrief will never plan an altitude that is higher than the Service Ceiling .
Service Ceiling	The airframe's Service Ceiling . Some aircraft variants have higher or lower service ceilings depending on their onboard equipment, modifications, or serial number.
Default Cruise Profile	The default value of the Cruise Profile option when selecting this airframe on the Flight Options page.
Default Climb Profile	The default value of the Climb Profile option when selecting this airframe on the Flight Options page.
Default Descent Profile	The default value of the Descent Profile option when selecting this airframe on the Flight Options page.
Takeoff Thrust	Use this option to adjust the rated takeoff thrust when calculating takeoff performance. For jet aircraft, thrust can be specified in either pound-force (LBF) or newtons (N), while propeller-driven aircraft use either horsepower (HP) or kilowatts (KW). Airframes with lower thrust/power settings will require more runway to take off.
Takeoff Thrust Flat Rating	Use this option to adjust the Flat Rated Temperature of the engines when calculating takeoff performance. Up to this ambient temperature the engines will produce a constant amount of thrust (equal to the Takeoff Thrust parameter), however above it the amount of thrust will gradually reduce to prevent engine overheating. Reducing the flat rated temperature results in less thrust at high ambient temperatures, giving lower assumed temperature (flex) values when calculating reduced thrust takeoffs.

Weather and NOTAM

The Weather and NOTAM page lets you search for the latest weather observations, forecasts, NOTAMs, oceanic tracks, and weather charts.

Page Actions

At the top of the Weather and NOTAM page are the following page actions:

Action	Description
 Populate from Last Flight	Provided you have recently generated a flight plan, clicking this button will insert the airports and airspaces from your latest flight into the Airport Search and Airspace Search boxes. Then, simply click  to retrieve the latest relevant weather reports.
 Refresh Data	If you are currently viewing airport, airspace, or any other data, clicking this button will refresh that data.
 Change Filters	On narrow screens (like mobile phones), the search options will be hidden in order to show the search results. Click this if you want to go back and search for something else.

Airport Search

This section lets you fetch the latest [METAR](#), [TAF](#), [ATIS](#), and [NOTAMs](#) for the selected airports. Basic information about each airport is also returned, such as the elevation, local time, and [transition altitude/level](#).

Both 4-letter [ICAO codes](#) and 3-letter [IATA codes](#) are accepted. Multiple airports can be searched by separating each airport code with a space.

Airspace Search

This section lets you fetch the latest [SIGMETs](#) and [NOTAMs](#) for the selected [Flight Information Regions](#). Basic information about each airspace is also returned, such as the ATC speed/altitude units and the available cruising levels.

Oceanic Tracks

Use this section to view the raw tracks message as well as a visual preview of the current oceanic tracks. Both the [North Atlantic Tracks](#) and the [Pacific Organised Track System](#) are available for viewing.

Significant Weather Charts

Here you can view various High- and Mid-level Significant Weather Prognostic Charts. These charts depict areas of significant weather, such as thunderstorms, clear air turbulence, and jet streams. To select a chart, either choose a region from the dropdown list, or click on the area of the map you are interested in.

Click [here](#) for guidance on how to read these charts.

Upper Wind Charts

Here you can view charts showing the upper-level wind direction, wind speed, and temperature at various times and altitudes. To select a chart, either choose a region from the dropdown list, or click on the area of the map you are interested in.

Click [here](#) for guidance on how to read these charts.

Performance and Tools

The Performance and Tools page lets you calculate takeoff performance, landing distances, and search the SimBrief routes database.

Page Actions

At the top of the Performance and Tools page are the following page actions:

Action	Description
 Populate from Last Flight	Provided you have recently generated a flight plan, clicking this button will insert the aircraft, airport, and planned runway from your latest flight into the Takeoff Performance and Landing Performance sections. Then, simply click  to run a calculation based on these parameters.
 Change Settings	On narrow screens (like mobile phones), the calculation or search options will be hidden in order to show the results. Click this if you want to go back and change your parameters.

Takeoff Performance

When planning a takeoff, pilots need to ensure that they can depart within the available runway length, as well as calculate what speeds and flap settings they should use. Many factors can significantly affect the aircraft's takeoff performance, such as the aircraft's weight, runway characteristics, and weather conditions.

Note: Due to differences in calculation methods, safety margin considerations, and data quality, SimBrief's takeoff and landing calculations may not return exactly the same results as your aircraft's EFB. Normally both results are equally valid, however it is recommended to cross-check against your aircraft's own performance calculator if one is available.

Takeoff Parameters

A variety of parameters can be specified when calculating takeoff performance in SimBrief. At a minimum, the **Aircraft Type**, **Airport**, and **Takeoff Weight** options need to be provided.

Entering an airport will normally auto-select the runway in use, as well as populate the current weather conditions from the latest [METAR](#) (these options can be customized afterwards). You can also re-insert or refresh the latest weather conditions at any time by clicking the **Populate Weather** button.

If you do not know the airport code, click the  icon to open a search window. Also provided are various  icons, which let you save the default length units, weight units, pressure units, and bleed setting.

A full list of takeoff parameters can be found below:

Parameter	Description
Aircraft Type	A list of basic aircraft types which support takeoff and landing calculations, sorted by the aircraft's type code.
Variant or Airframe	A list of available airframes for the selected aircraft type, or a list of all user airframes if no aircraft type is selected.
Airport	The 4-letter ICAO code of the desired airport. 3-letter IATA codes are also accepted (they are translated into the applicable ICAO code automatically).
Runway	The desired runway. This will normally be auto-filled with the current runway in use at the selected airport, but can be customized.
Shorten Length	The amount by which to shorten the runway, in either feet or meters. Using the dropdown menu you can also choose to directly specify the runway's TODA, TORA, ASDA, or LDA. This option can be used when departing from an intersection, or if one end of the runway is under construction.
Lengths	The desired length units, either Feet or Meters .
Weights	The desired weight units, either Kilograms or Pounds .
Takeoff Weight	The planned takeoff weight, in either kilograms or pounds.
Flap Setting	The desired flap setting. Available flap settings will differ depending on the selected aircraft type. For aircraft with more than one available flap setting, selecting Optimum will automatically calculate the best flap setting for the selected runway and weather conditions.

Parameter	Description
Thrust Setting	The desired thrust setting. Some aircraft offer only full thrust, while others will provide a variety of reduced thrust settings. For aircraft with more than one available thrust setting, selecting Optimum will automatically calculate the best thrust setting for the selected runway and weather conditions.
Bleed Setting	Select whether to supply the air conditioning using the engine bleeds during takeoff, which can reduce the available takeoff thrust. In Auto mode, the bleeds will be selected on unless they must be turned off for performance reasons.
Anti-ice Setting	Select whether to turn on engine or wing anti-ice systems for takeoff. Since many aircraft use engine bleed air for anti-icing systems, this can reduce the available takeoff thrust. In Auto mode, engine anti-ice will be selected on if the OAT is +10°C or less and the runway is either wet or there is visible moisture in the air.
Wind	The wind direction and speed, in degrees and knots. Either true or magnetic winds can be entered. It is also possible to enter only a wind speed (without a direction). For example, to enter a 5 knot headwind simply type 5 , while a 10 knot tailwind can be entered by typing -10 . Headwinds improve takeoff performance while tailwinds reduce it.
Temperature	The outside air temperature, in degrees Celsius. High temperatures can result in significantly worse takeoff performance.
Pressure	The altimeter setting, in either inHG or hPa . Higher atmospheric pressures will result in slightly better takeoff performance.
Surface Condition	The runway condition, either Dry or Wet . A wet runway is slipperier and results in a longer stopping distance in the event of a rejected takeoff.
Flex/Assumed Temperature	Choose whether to enable or disable reduced thrust (assumed temperature) calculations. Please refer to the Reduced Thrust Takeoffs section for more details.
Improved Climb Calculations	Choose whether to enable or disable improved climb calculations. Please refer to the Improved Climb Calculations section for more details.

Takeoff Results

Clicking the **Calculate** button will either return a valid takeoff performance calculation or an error message if a valid solution could not be found. You can choose to view the calculation result in either a formatted or plain-text format.

When viewing the formatted version, the data is divided into several sections for ease of reference. The first section contains most of the information needed for takeoff, including the chosen flap setting, thrust setting, bleed setting, anti-ice setting, and flex/assumed temperature.

Three takeoff speeds (V1, VR, and V2) are also provided, defined as follows:

Speed	Description
V1	This is your decision speed, beyond which the takeoff should no longer be rejected. After V1, even if an engine failure occurs, the takeoff must be continued as there may not be enough runway left to safely stop the aircraft.
VR	This is your rotation speed, which is when you should begin to pull back on the stick so that the aircraft lifts off.
V2	This is the speed at which the aircraft may safely be climbed with one engine inoperative, also referred to as the takeoff safety speed. In case of an engine failure, the aircraft must be able to reach this speed at 35 feet over the end of the runway.

The second section lists the takeoff limits, including the maximum allowable takeoff weight for the selected conditions. A limiting factor is also provided.

The limiting factor indicates which element is the most restrictive for this takeoff, or in other words, which one is restricting the maximum allowable takeoff weight. Possible limit codes include:

Limit	Description
Max Takeoff Weight (MTOW)	The limiting factor is the maximum structural takeoff weight of the aircraft. It is never permitted to take off any heavier than this weight.
Field Length (FIELD)	The limiting factor is the available runway length. If the runway were longer, the maximum takeoff weight would increase.

Limit	Description
Climb Gradient (CLIMB)	The limiting factor is the second segment climb gradient. Regulations stipulate a minimum climb gradient between gear and flap retraction. If the aircraft were any heavier than the maximum allowable takeoff weight, this climb gradient would no longer be achieved.
Obstacle (OBST)	The limiting factor is an obstacle along the climb-out path. If the aircraft were any heavier than the maximum allowable takeoff weight, it would not clear the obstacle with enough margin.
Min Control Speed (VMC)	The limiting factor is the Minimum Control Speed on Ground (V_{mcg}) . If the aircraft were any heavier than the maximum allowable takeoff weight, V₁ would need to be reduced to less than V_{mcg} , which could cause a loss of control if an engine were to fail.
Tire Speed (TIRE)	The limiting factor is the maximum rated speed of the aircraft's tires (normally around 200 kts for most airliners). If the aircraft were any heavier than the maximum allowable takeoff weight, the takeoff speeds would need to be increased such that they would exceed the maximum tire speed. This is most commonly seen at high-altitude airports, where the aircraft's Ground Speed can be significantly higher than its Indicated Airspeed .
Environmental Limit (OAT)	The limiting factor is the environmental limit of the aircraft. The current outside air temperature (OAT) exceeds the maximum certified temperature at which the aircraft can take off.

*Note: The maximum allowable takeoff weight and associated limiting factors are based on the selected flap/thrust setting. In some cases, it may be possible to increase the weight limit by choosing different settings. SimBrief will do this for you automatically if the flap/thrust settings are set to **Optimum**.*

The third and fourth sections list the weather conditions and runway characteristics for ease of reference. A runway diagram is also provided which shows the approximate location of each takeoff speed along the runway, as well as the stopping distance if the takeoff is rejected.

Optimizing Flap Settings

One common misconception is that higher flap settings always make it possible to take off with more weight. While this is often true, higher flap settings also result in more drag during climb-out. Not only does this burn more fuel, it results in reduced climb performance during the second segment (between gear and flap retraction).

By regulation, the second segment climb gradient must meet or exceed a certain value, so there are cases (particularly at hot or high-altitude airports) where using a lower flap setting will result in a higher maximum allowable takeoff weight. In many cases, it's recommended to simply leave the flap setting in **Optimum** to let the system automatically choose the best one.

Reduced Thrust Takeoffs

Most airlines normally perform reduced thrust takeoffs when possible, which results in increased engine life and reduced maintenance costs. Some aircraft use fixed derated thrust settings (90% and 80% thrust, TO1 and TO2, are commonly used on Boeing aircraft), while others use an "assumed temperature" or "flex" method. Some aircraft can even use a combination of both.

When using the assumed temperature method, pilots will commonly enter a warmer-than-actual temperature into the **SEL TEMP** or **FLEX TO TEMP** line of the FMS. This tells the engines that it's warmer outside than it actually is, which causes them to reduce their takeoff thrust to prevent overheating.

While reducing the takeoff thrust has benefits, it's important to make sure that there is enough thrust left over to safely take off. If the **Flex/Assumed Temperature** option is enabled when calculating takeoff performance, SimBrief will calculate the highest allowable assumed temperature for the given weight and conditions.

Improved Climb Calculations

At hot or high-altitude airports, the limiting factor can sometimes be the second segment climb gradient. However, if there is a lot of extra runway available, the climb limit can be slightly increased by intentionally accelerating to faster-than-necessary takeoff speeds before rotating.

Enabling improved climb calculations may result in takeoff speeds that are slightly higher than normal for the selected weight and flap setting, which can increase the maximum takeoff weight and/or maximum flex temperature when climb limited.

Landing Performance

Prior to landing at an airport, pilots need to ensure that the runway is long enough, as well as calculate what flap setting, autobrake setting, and approach speed they should use. Since many factors can affect the aircraft's landing distance, they should all be accounted for in the calculations.

Note: Due to differences in calculation methods, safety margin considerations, and data quality, SimBrief's takeoff and landing calculations may not return exactly the same results as your aircraft's EFB. Normally both results are equally valid, however it is recommended to cross-check against your aircraft's own performance calculator if one is available.

Landing Parameters

A variety of parameters can be specified when calculating landing performance in SimBrief. At a minimum, the **Aircraft Type**, **Airport**, and **Landing Weight** options need to be provided.

Entering an airport will normally auto-select the runway in use, as well as populate the current weather conditions from the latest [METAR](#). You can also re-insert or refresh the latest weather conditions at any time by clicking the **Populate Weather** button.

If you do not know the airport code, click the  icon to open a search window. Also provided are various  icons, which let you save the default length units, weight units, pressure units, and reverser setting.

A full list of landing parameters can be found below:

Parameter	Description
Aircraft Type	A list of basic aircraft types which support takeoff and landing calculations, sorted by the aircraft's type code.
Variant or Airframe	A list of available airframes for the selected aircraft type, or a list of all user airframes if no aircraft type is selected.
Airport	The 4-letter ICAO code of the desired airport. 3-letter IATA codes are also accepted (they are translated into the applicable ICAO code automatically).
Runway	The desired runway. This will normally be auto-filled with the current runway in use at the selected airport, but can be customized.

Parameter	Description
Shorten Length	The amount by which to shorten the runway, in either feet or meters. Using the dropdown menu you can also choose to directly specify the runway's TODA, TORA, ASDA, or LDA. This option can be used if one end of the runway is under construction, for example.
Lengths	The desired length units, either Feet or Meters .
Weights	The desired weight units, either Kilograms or Pounds .
Landing Weight	The planned landing weight, in either kilograms or pounds.
Flap Setting	The desired flap setting. Available flap settings will differ depending on the selected aircraft type.
Brake Setting	The desired braking method. Most aircraft offer at least MAX MAN (maximum manual braking) as an option, but many also provide a variety of autobrake settings. For aircraft with more than one available autobrake setting, selecting Optimum will automatically choose the lowest acceptable setting for the selected runway and weather conditions.
Reverser Credit	Specify whether to use maximum reverse thrust when calculating landing distances. If planning to use idle reverse or no reverse, select No . Thrust reversers can reduce the required landing distance, especially on wet or contaminated runways.
VREF Additive	Specify whether to increase the approach speed by the specified amount. Additives can be required for a variety of reasons, such as SOP requirements or abnormal conditions. For example, many aircraft typically use an additive of 5 knots when autothrust is on. Another common rule of thumb is to calculate half of the headwind component plus all of the gust factor. Simply type the desired additive in knots, or select from a list of common additive formulas.
Wind	The wind direction and speed, in degrees and knots. Either true or magnetic winds can be entered. It is also possible to enter only a wind speed (without a direction). For example, to enter a 5 knot headwind simply type 5 , while a 10 knot tailwind can be entered by typing -10 . Headwinds reduce the landing distance while tailwinds increase it.
Temperature	The outside air temperature, in degrees Celsius. High temperatures can result in increased landing distances.
Pressure	The altimeter setting, in either inHG or hPa . Lower pressures can slightly increase the landing distance.

Parameter	Description
Surface Condition	The runway condition, either Dry or Wet . A wet runway is slipperier and results in increased landing distances.
Calculation Method	Choose how the factored landing distance should be calculated. The Dispatch Method applies a 67% (dry runway) or 92% (wet runway) margin to the actual landing distance, while the Inflight Method calculates a 7 second flare time from threshold to touchdown, plus an additional 15% safety margin.
Calculation Reference	Choose which reference distance to base your landing calculation on. This controls whether the Actual Distance or Factored Distance will be used when checking if the runway length is sufficient. It will also influence the optimum autobrake selection.

Landing Results

Clicking the **Calculate** button will return the actual and factored landing distances, as well as the optimum autobrake setting if applicable. You can choose to view the calculation result in either a formatted or plain-text format.

When viewing the formatted version, the data is divided into several sections for ease of reference. The first section contains most of the information needed for landing, including the chosen flap setting, autobrake setting, approach speed, and actual and factored landing distances.

Certain fields are defined in greater detail below:

Field	Description
VREF	This is the landing reference speed, typically the speed at 50 feet above the runway threshold. It is normally not less than 1.3 times the stall speed in the normal landing configuration.
VAPP	This is the final approach speed, typically VREF plus any additives the pilot wants to apply. Additives can be required for a variety of reasons, such as SOP requirements, abnormal conditions or failures, or any time an additional safety margin is needed for the approach.

Field	Description
Actual Distance	This is the demonstrated landing distance for the given configuration and weather conditions. It assumes a perfect landing in the optimum touchdown zone (no floating), at precisely VAPP, followed by immediate application of the brakes.
Factored Distance	Since landings are rarely perfect, it's safer to calculate a factored landing distance which has some additional safety margins built in. Refer to the Calculation Method description (above) for details on how the landing distance is typically factored.

The second section lists the landing limits, including the maximum allowable landing weight and limiting factor. Generally the limiting factor will be the runway length (longer runways allow for higher landing weights).

Note: The maximum allowable landing weight is based on the selected flap, brake, and reverser settings. Changing any of these options may affect the landing weight limit.

The third and fourth sections list the weather conditions and runway characteristics for ease of reference. A runway diagram is also provided which shows the approximate location of the actual and factored landing distances.

Routes Between Airports

This tool makes it possible to search the SimBrief routes database. Simply enter the desired departure airport, arrival airport, and aircraft type to return a list of suggested routes.

Routes are classified based on their source (refer to the [Suggested Routes](#) section for more details). Buttons are also provided to copy the route, preview the route on a map, or validate the route with Eurocontrol.

User Guide

The User Guide describes the various features available in SimBrief. As you scroll through the guide, the table of contents on the left-hand side will show which section you are currently viewing. To copy a direct link to a specific section of the User Guide, simply hover over any section title and click the  icon.

Page Actions

Action	Description
 Download as PDF	Click this button to download a PDF version of the User Guide. The PDF version might be missing some interactive content, such as the Interactive OFP Sample .
 Interactive OFP Sample	Click this button to quickly jump to the Interactive OFP Sample , which is one of the most popular features of the User Guide.
 Table of Contents	On narrow screens (such as mobile phones), click this button to go back to the table of contents.

Account Settings

The Account Settings page is where you can view information about your account and update your preferences.

Page Actions

At the top of the Account Settings page are the following page actions:

Action	Description
 Navigraph Account Settings	If you want to update any of your Navigraph account settings, such as your email address or password, click this button to open your Navigraph Profile .
 Delete Account	To delete your account, simply visit your Navigraph Profile , scroll down to Advanced Settings , click Edit , then click Delete Your Account .

Note: Deleting your Navigraph account will also remove any personal data stored on SimBrief, including any Saved Flights, Saved Airframes, and your Dispatch History. This data cannot be recovered if you change your mind later.

Your Navigraph Account

This is the Navigraph account that you are currently signed in with. Basic information such as your email address, name, and subscription status are provided. If you want to change any of this information, click the  button to open your [Navigraph Profile](#).

Your SimBrief Data

This section shows SimBrief-specific account data and statistics.

Notably, you can find your SimBrief **Pilot ID** in this section. Some third-party add-ons may ask you to input your **Pilot ID** in order to import your latest flight plan.

Other third-party add-ons might ask you to input your SimBrief **Username** instead. When asked for this, you should simply input your Navigraph **Alias (Username)** as it appears in the [Your Navigraph Account](#) section.

Your SimBrief Settings

You can set your default **Captain Name** here. Whenever you create a new flight, this name will be used as the default value for the **Captain Name** option. Most OFP Layouts will include the captain's name somewhere in the [Operational Flight Plan](#).

It also controls the name that appears at top-right of the SimBrief dispatch window.

Your Privacy Settings

Here you can control your consent status for both **Functionality Cookies** and **Third-Party Cookies**.

Functionality cookies make it possible to log in to your account, manage or buy subscriptions, and access any data or content that is not plain text or images. Third-party cookies come from our third-party partners and are used to optimize our services by producing analytics, personalizing content (including ads), measuring ads, and providing a safer experience.

Available AIRAC Cycles

This is a list of Navigraph AIRAC cycles that you have access to. To use a different AIRAC cycle, simply click the applicable **Activate** button. If you do not have a particular AIRAC cycle unlocked, the associated **Activate** button will be disabled.

[Navigraph Navigation Data](#) is sourced from Jeppesen, a Boeing company, and contains information about all the airports, nav aids, runways, airways, and procedures currently in use around the world. This data is updated every 28 days, according to the AIRAC calendar, resulting in approximately 13 AIRAC cycle releases per year.

Current Navigraph subscribers always have access to the latest AIRAC cycle in SimBrief, while users without a subscription can use the default cycle (which is slightly dated). To unlock the current AIRAC cycle for use on SimBrief, you simply need to visit SimBrief while your Navigraph subscription is active. From that point on, that cycle will remain available for you on SimBrief, even if your Navigraph subscription subsequently expires or is cancelled.

Note: It is only possible to unlock the current AIRAC cycle on SimBrief. The only way to have access to an expired cycle is if you actually visited SimBrief back when that cycle was current.