

NOTAM: MFC Flight Plan Descent Curve

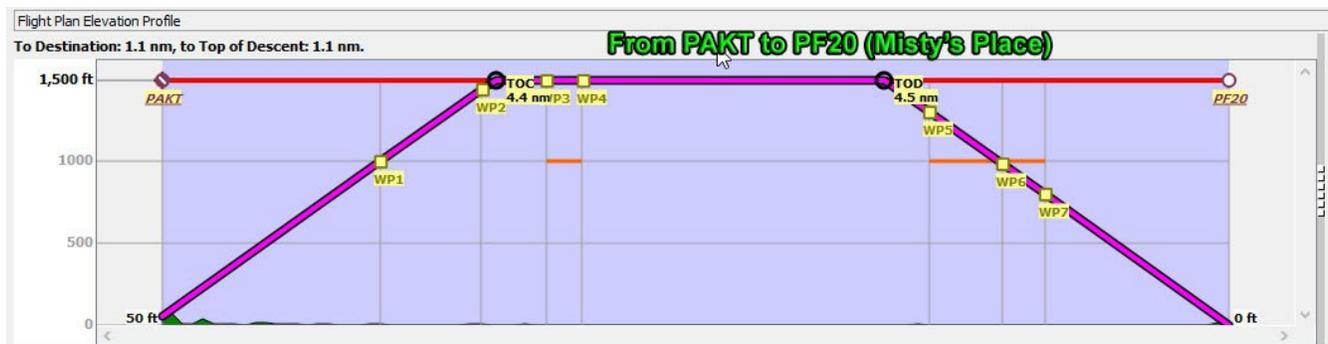
At RTMM, we have over 700 flight plans that will lead you off to the many beautiful destinations in our scenery area. With the addition of the Misty Flying Club (MFC), all of these flight plans come alive making all of the locations “destinations” to easy seek and record.

An inherent problem in using the flight planner, you must start your planning at an airport, and [usually] you must end the flight at an airport. Since a remote cabin obviously is not an airport, we do not want to designate it as such by creating an ADE bgl that makes it an official airport. Otherwise, when you started your planner, when it goes to your simulator to retrieve all of the airport data, all of those remote cabins and locations would show up as airports on the planner maps.

With MFC, the “ICAO” codes are in a separate database from what the flight planners can see inside the simulator. So when we give an ICAO code to a remote cabin location, the information is kept away from the simulator so this will not be added as an airport.

The result is all of the MFC flights (700+) all have an ICAO identifier that MFC uses, but that the flight planners cannot “see.”

There is one minor side effect from this, if you use the “elevation profiles” for the flight plan. Here is the flight plan from Ketchikan PAKT to Misty's Place PF20. Misty's Place is a scenery-designed airport. The flight planner pulls it into the database from the simulator:



Notice there is a TOD and a nice descent curve down to the PF20 airport.

Here is a typical MFC flight plan, this for RTMM's Fairfax Camp Site:



Notice with the MFC flight plan, there is no TOD or descent curve. The flight elevation stays at the recommended level rather than descending down to the location. That is because the location is NOT an airport. So what you are seeing with the MFC flight plans is not an error, it is simply the way things must be done. This gives MFC a start/end so the flight can be recorded, but it DOES NOT make each location an airport ... which would clutter your flight plan map with hundreds of airports that were really just scenery locations.

So this is something that we will live with ... we just wanted you to understand it. For bush flying, we are “down on the deck” ... usually 2500 feet or less. So the TOD, the beginning of the descent curve, is not as important as it would be with Jet Liners at high altitudes (knowing when to start down). In bush flying, you are already “down” and toward the end of your flight you should be looking for the landing zone, not worrying about the descent curve on your flight planners Elevation Profile.

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