PPS FLIGHT PLANNING

PPS8 1.7.168 Release Note

1. Foreword

This is the release note of PPS8 1.7, which is one of the largest versions we have released.

Firstly, we are merging two different versions of PPS8: The 1.6.200 series, mainly used by FAA operators, and the 1.6.300 series, which is the main version most customers are using.

Secondly, we have introduced GUFI (Globally Unique Flight Identifier) which is a unique identification which follow the flight in all our systems. This result in a significant change in the use of the PPS system, which might influence your daily work.

By introducing this, then we have better opportunities to further develop tools for traceability inside the PPS system and other AIR SUPPORT modules.

Furthermore, by introducing GUFI, we have prepared our system to incorporate FF-ICE (Flight & Flow Information for a Collaborative Environment), which also is a part of SWIM (System Wide Information Management) where GUFI is a part of those initiatives.

Thirdly, we are introducing several quite significantly new features and a refactoring of the autoupload/dispatch function.

Table of Contents

1. Foreword 1
2. What's new or changed? 4
2.1. NEW: GUFI (Global Unique Flight Identification) 4
2.1.1. Open a flight from CrewBriefing Flightlist – Double-click 4
2.1.2. Open a flight from CrewBriefing Flightlist – Right-click 4
2.2. NEW: Navigation database 5
2.3. NEW: Pre-Determined Point procedure 5
2.4. NEW: *codes for T/O ALTN 8
2.5. NEW: Warning/alert/information banner layout 8
2.6. NEW: FUELSTAT.csv - Statistical fuel-figures 8
2.7. NEW: FUEL price expansion 9
2.8. NEW: Adequate airport expansion 10
2.9. NEW: Airport category 10
2.10. NEW: Free text boxes changed 12
2.11. NEW: Select Approach/missed approach in Select SID/STAR 13
2.12. NEW: Setting for company fuel 14
2.13. NEW: Setting for extra fuel in time 16
2.14. NEW: Re-Clearance in Flight 17
2.15. NEW: MEL integration 19
2.15.1. *MELINFO 20
2.16. NEW: Combine accounts in flight list 20
2.17. NEW: Selecting Route source to be shown in Route Guide item 21
2.18. NEW: Adequate Airport selection 24
2.18.1. Add ETOPS airports as Adequate airports 24
2.18.2. Add departure airport as Adequate airport 24
2.18.3. Add destination airport as Adequate airport 25
2.18.4. Allow filter user defined Adequate airport 25
2.19. NEW: Highlight North Atlantic High Level Area entry/exit 25
2.20. NEW: Icing considerations at ETOPS 25
2.21. NEW: Change of Abbreviation for METAR and TAF 25
2.22. NEW: Flight plan check via IFPUV before sending it LIVE 25
2.23. NEW: Warning when closing PPS and 26

2.24. NEW UI in PPS for Runway Analysis integrators 27
2.25. New APG UI both in PPS & on CrewBriefing.com 29
2.26. NEW: Change in layout of APG Runway Analysis Report 32
2.27. NEW: AUTODISPATCH 2016 32
3. Known issues / Limitations / Changes 33

2. What's new or changed?

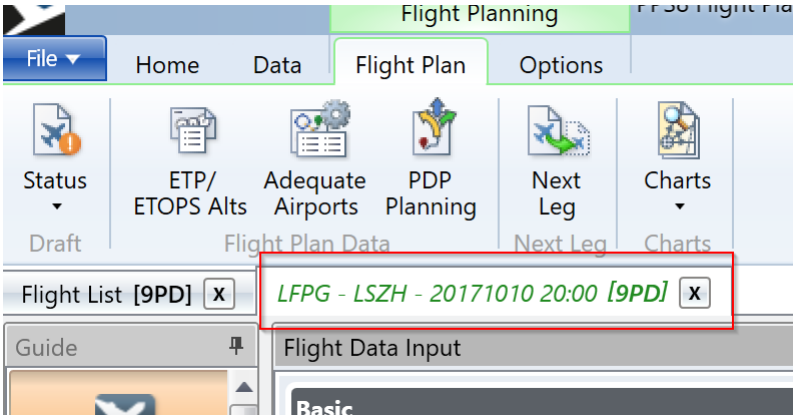
2.1. NEW: GUFI (Global Unique Flight Identification)

As written in "Foreword" of this release note, we have introduced GUFI. This might have a big influence in your daily work as the behaviour of the PPS8 system has changed

2.1.1. Open a flight from CrewBriefing Flightlist – Double-click

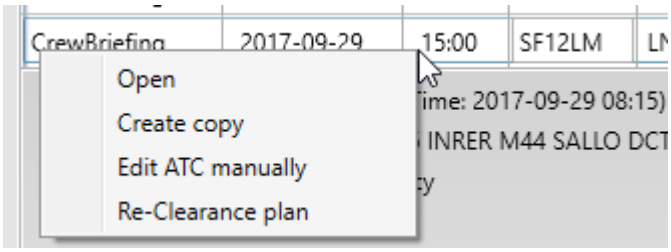
If you open a flight from CrewBriefing Flightlist by double-click on the flight, then the FLT.NO, DOF, STD, DEP, DEST is locked for editing. This means that the mentioned input fields are not editable. Upload to CrewBriefing will overwrite existing flight.

The tab text will be shown in green – telling you that the flight has been dispatched.



2.1.2. Open a flight from CrewBriefing Flightlist – Right-click

If you right-click on a flight in the CrewBriefing Flightlist, a menu with options will appear



1. Open – see 2.1.2 above
2. Create Copy
   By choosing this option the flight will open with all parameters for the flight but the GUFI will be resat, which means the system will consider this as a completely new flight and all items is editable. Upload to CrewBriefing will create a new flight on CrewBriefing and CrewBriefing Flightlist.
3. Edit ATC Manually
   Not new – see PPS manual for further information
4. Re-Clearance plan
   See 2.14

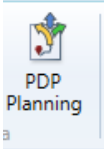
2.2. NEW: Navigation database

New and enhanced data structure for navigational data including more correct interpretation of SID/STAR/Approach data.

2.3. NEW: Pre-Determined Point procedure

You now have the possibility to plan to a destination alternate aerodrome, where the distance between the destination aerodrome and the destination alternate aerodrome is such, that a flight can only be routed via predetermined point to one of these aerodromes.

A new icon is available in the ribbon



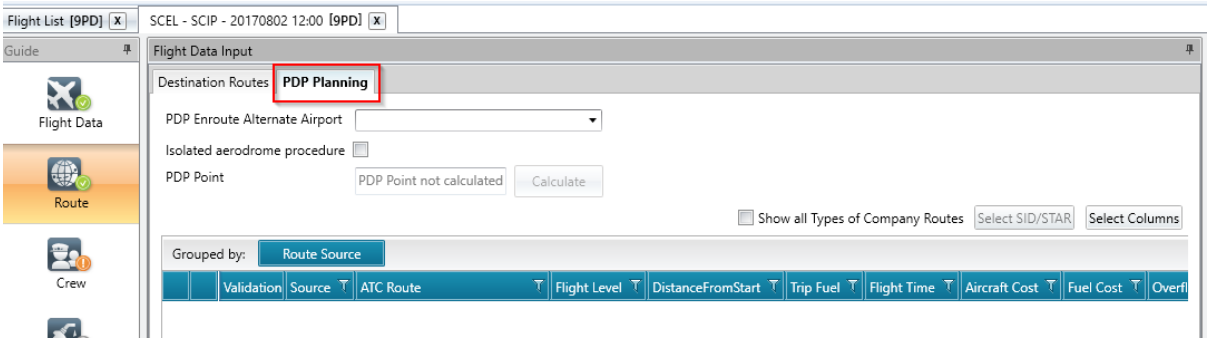
Example of using PDP is on a flight from SCEL (Santiago, Chile) to SCIP (Mataveri, Easter Island) where we plan with no alternate.

Workflow is as follows:

a) Make a route between SCEL to SCIP as normal

b) Press PDP Planning icon in the “Route Guide Item”

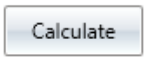
c) A new tab “PDP Planning” appears, press it



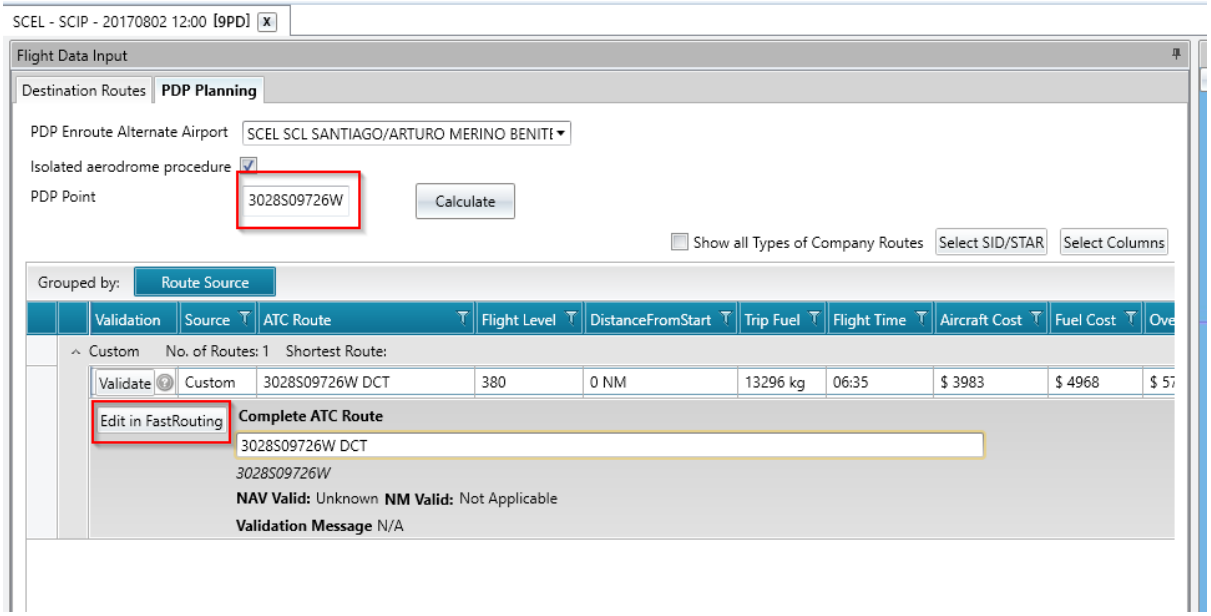
d) Enter the PDP Enroute Alternate Airport per company procedures. In this example, we use SCEL (our departure aerodrome)

e) In this example, we select also “Isolated aerodrome procedure” which depends on your company procedure as well.

f) Press “Calculate”



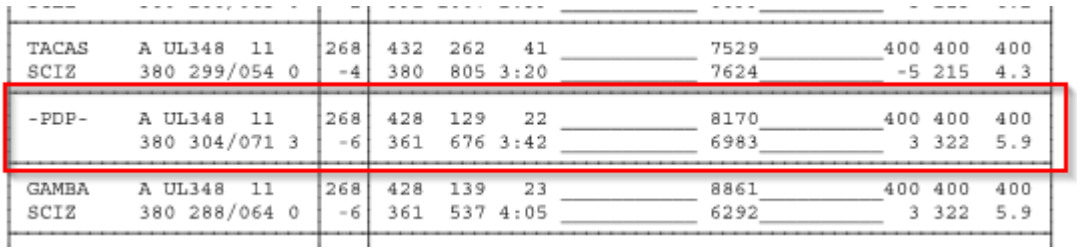
g) The system will now calculate at which Pre-determined point the decision of continue to destination or divert to the PDP alternate, must be taken. It can take quite some time to calculate, so please be patient.



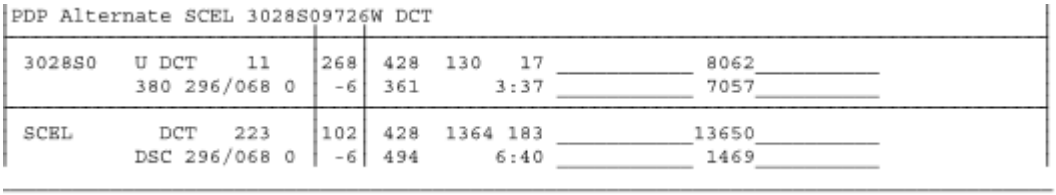
If you wish to build a complete route from PDP point to alternate (SCEL), then you have the possibility to use “FastRouting” and its functions.

h) Due to PDP and isolated aerodrome the Final Reserve fuel will display 02:00:00 hrs and calculate it with cruising fuel flow.

i) On the Operational Flight plan the PDP point will be shown.



j) The routing from PDP point to alternate will be shown as well in the end of the NAV section of the Operational Flight Plan.



k) The PDP point will also be shown on the minimap as a red circle.


Map
Venezuela
SVZM
Colombia
Cali
SKED
Ecuador
SEGU
Guayaquil
Leticia
Manaus
SBAZ
Trujillo
Peru
SPIM
Lima
Ji-Paraná
Sucre
SCFZ
Antofagasta
Asuncion
SARR
SACF
ISLA DE PASCUA/MATAVERI
Córdoba
Mendoza
Uruguay
SCEZ
Santiago
SAMF
SANTIAGO/ARTURO MERINO BENITEZ
Buenos Aires
Argentina
Chile
Mar del Plata
Puerto Montt
SCTZ
SCIZ
Comodoro Rivadavia
Puerto Deseado
Río Gallegos
Stanley
Punta Arenas
02° 06' 32.04" S 123° 08' 05.16" W
500 mi
Map
Flightlog
WX
NOTAMS
ATC Sheet
Fuel
Flight Envelope

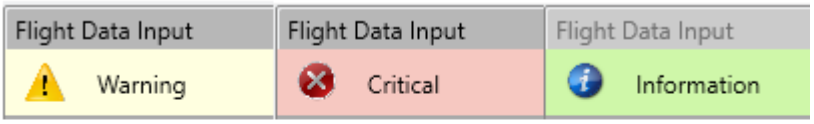
2.4. NEW: *codes for T/O ALTN

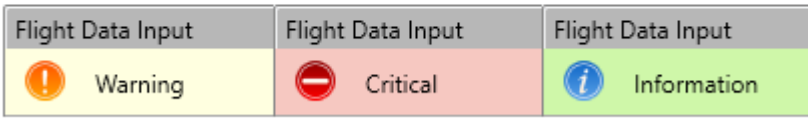
New * (star) codes for T/O ALTN has been implemented which can be added to your Operational Flight Plan

Distance:	*DC6
Magnetic course:	*MC6
True course:	*TC6
Time:	*TA6
Fuel:	*FA6
Flight level:	*FLA6

2.5. NEW: Warning/alert/information banner layout

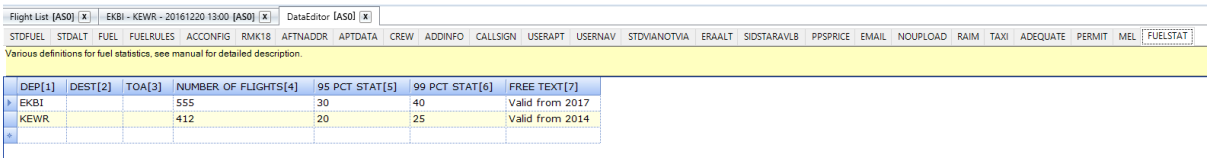
The warning banners has changed the layout.
Line 1 shows presently how it looks and Line 2 shows the new layout





2.6. NEW: FUELSTAT.csv - Statistical fuel-figures

A new tab in the Data Editor is available, called FUELSTAT in which you have the possibility to insert you own statistical fuel figures and get them presented on the Operational Flight Plan

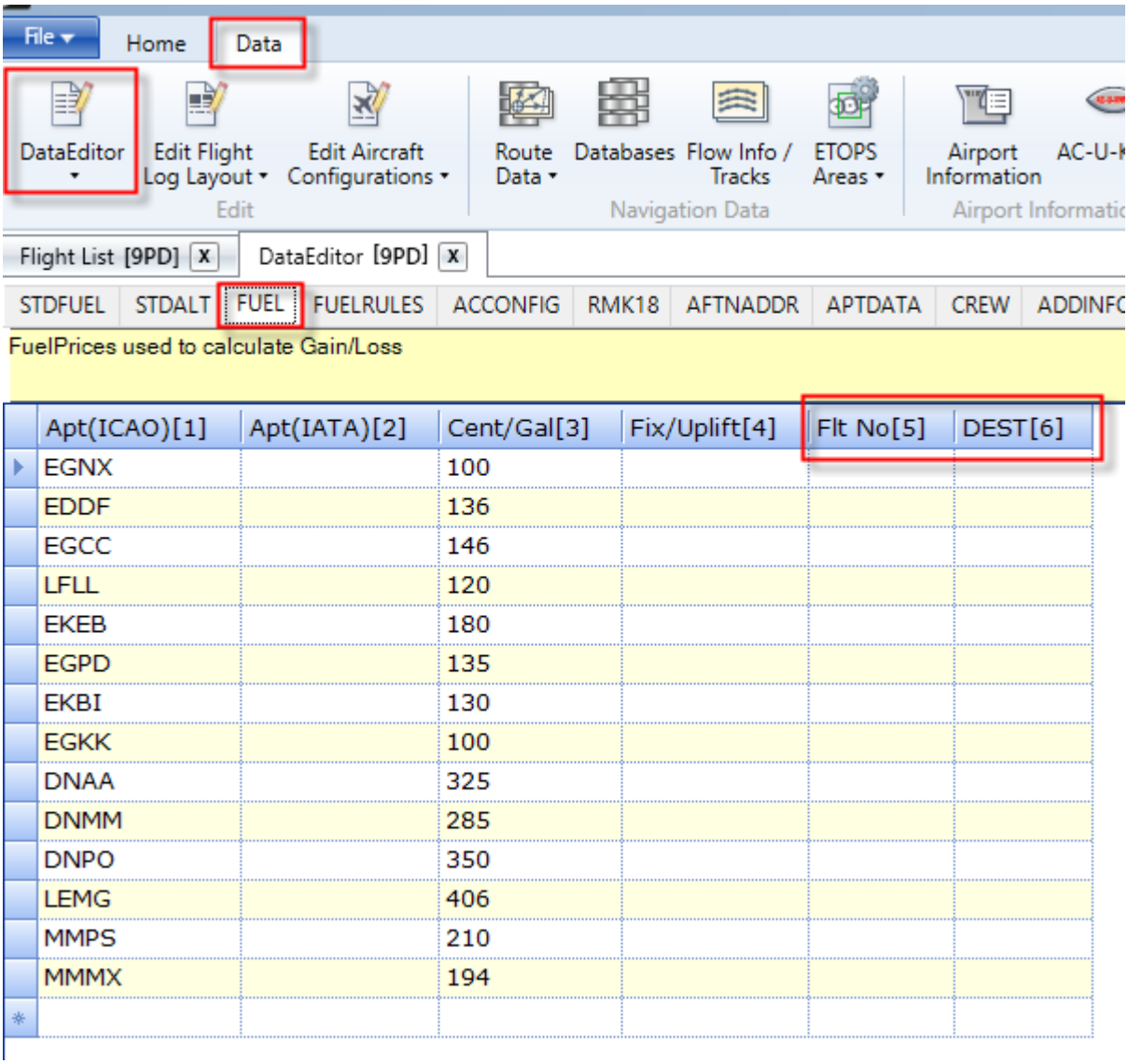


*codes for these columns are:

NUMBER OF FLIGHTS:	*FSNOF
95 PCT STAT:	*FS95
99 PCT STAT:	*FS99
FREE TEXT:	*FSTXT

2.7. NEW: FUEL price expansion

The Fuel tab in "Data" – "Data Editor" has been expanded with DEST and FLTNO, so you can have different fuel prices based on city pair and/or FLTNO.

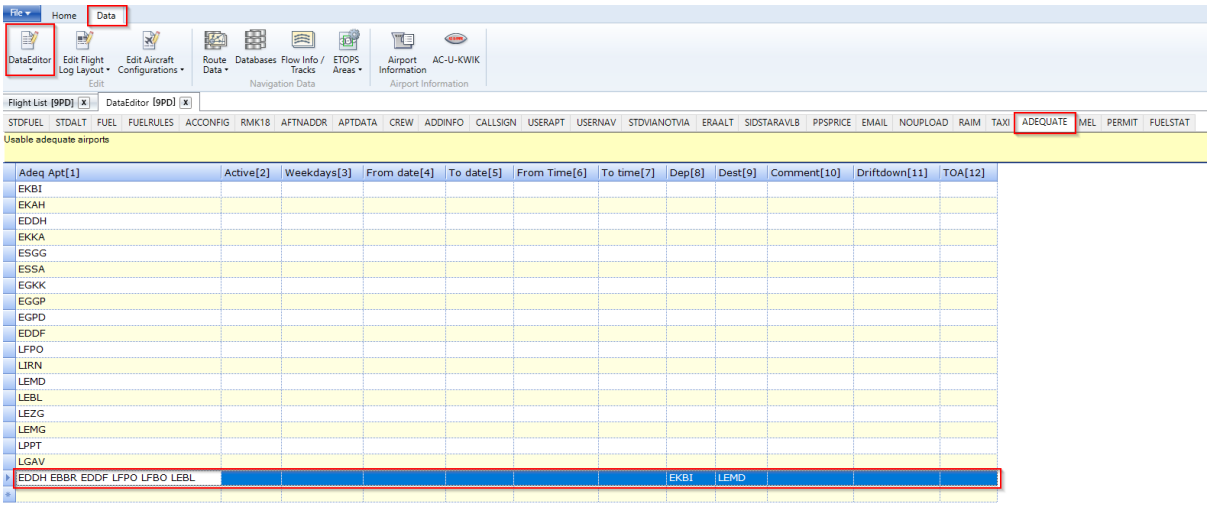


Apt(ICAO)[1]	Apt(IATA)[2]	Cent/Gal[3]	Fix/Uplift[4]	Flt No[5]	DEST[6]
EGNX		100			
EDDF		136			
EGCC		146			
LFLL		120			
EKEB		180			
EGPD		135			
EKBI		130			
EGKK		100			
DNAA		325			
DNMM		285			
DNPO		350			
LEMG		406			
MMPS		210			
MMMX		194			

NB! if the new columns are not available after upgrade, then please save an entry and delete it again and reopen the Data Editor.

2.8. NEW: Adequate airport expansion

The Adequate tab in “Data” – “Data Editor” has been expanded with DEP and DEST, so you can store Adequate airports per city pair.



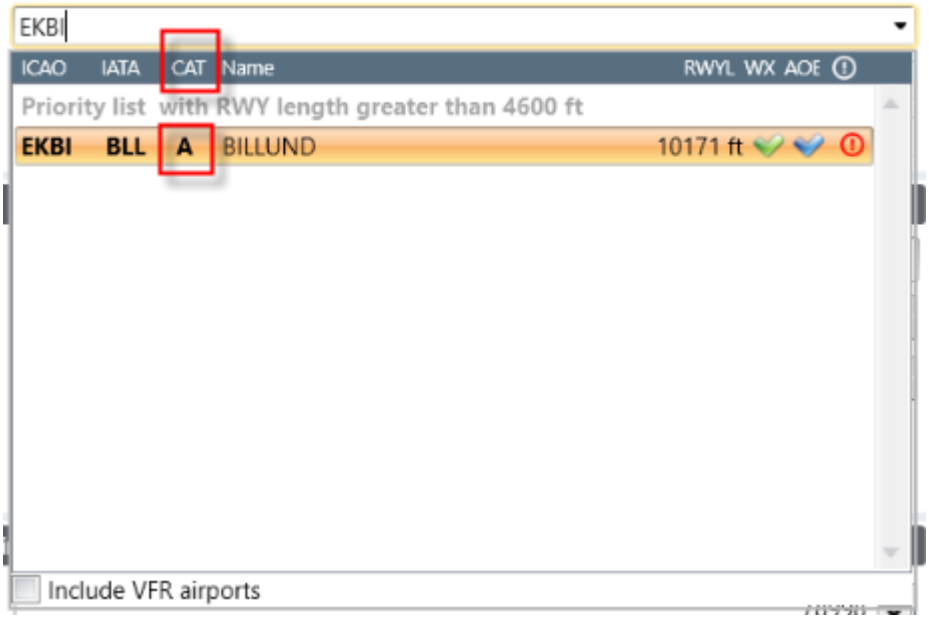
If you wish to store the Adequate Airport per city pair, you need to add the Adequate Airports for the city pair, in one line, like the example above for EKBI – LEMD.

When you create a flight plan from EKBI to LEMD the the Adequate Airport selector will show the airports from the Adequate tab are already preselected.

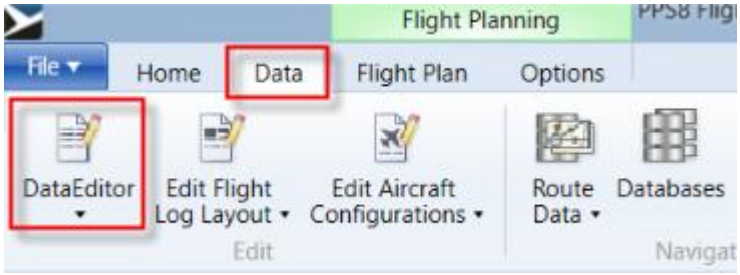
NB! See also 2.16 NEW: Adequate Airport selection

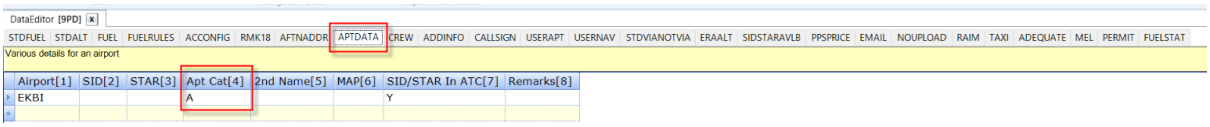
2.9. NEW: Airport category

The airport category can now be shown in the Flight Data guide item when you select the DEP, DEST and/or Alternates.



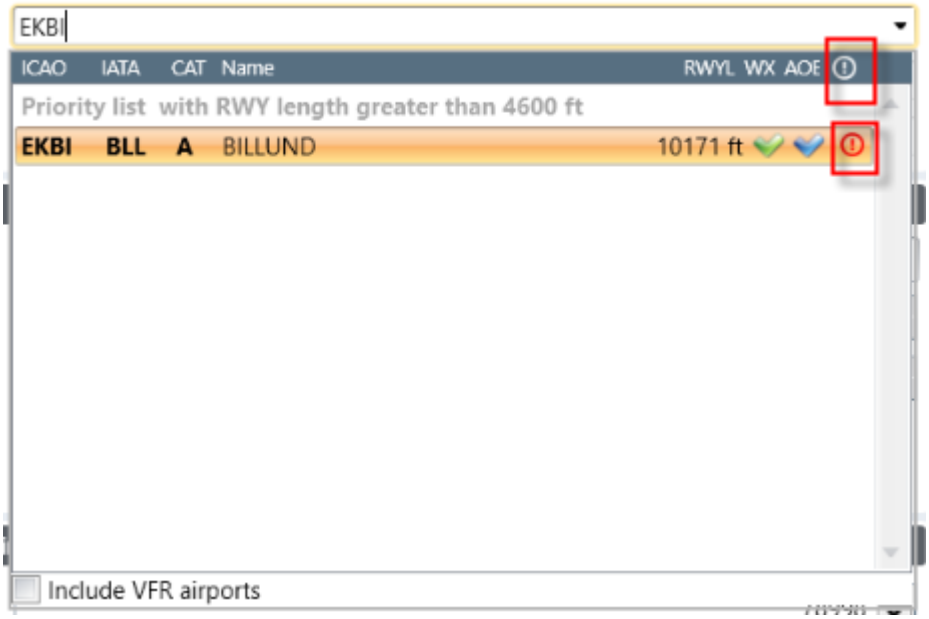
The Airport category can be entered in the APTDATA which is in the “Data tab” >> “Data Editor”/ “APTDATA tab”

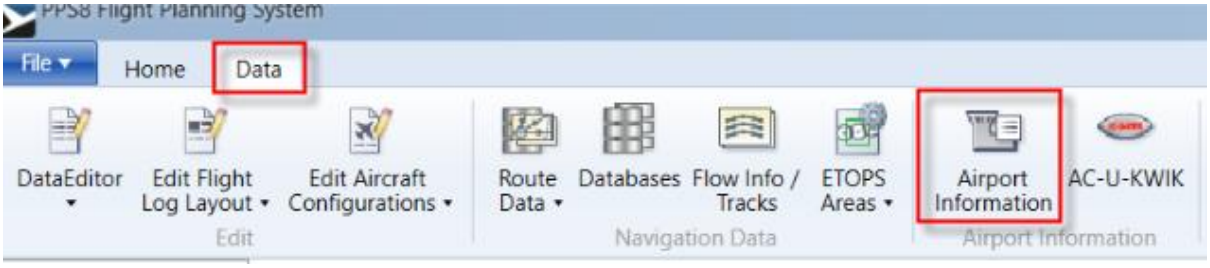


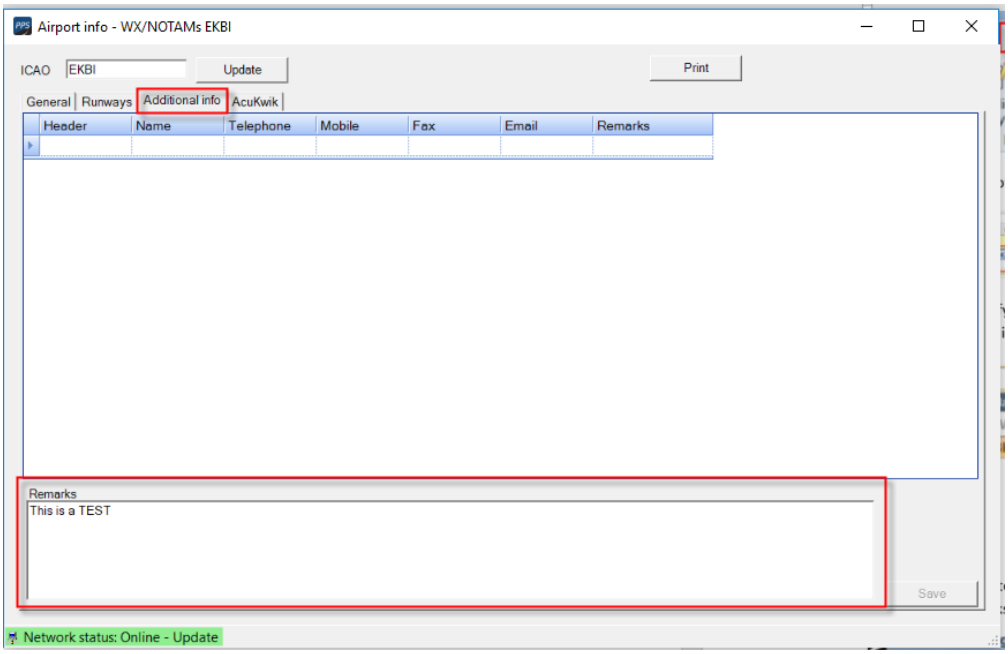


Here you can specify the Airport category per your company requirements which then will be shown in the Flight Data guide item.

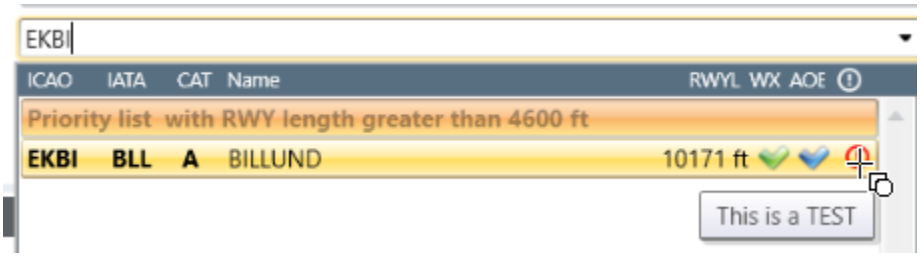
The warning indicator will appear if you have entered any information in the airport information remarks box under Additional info which is in the “Data tab” >> “Airport Information”





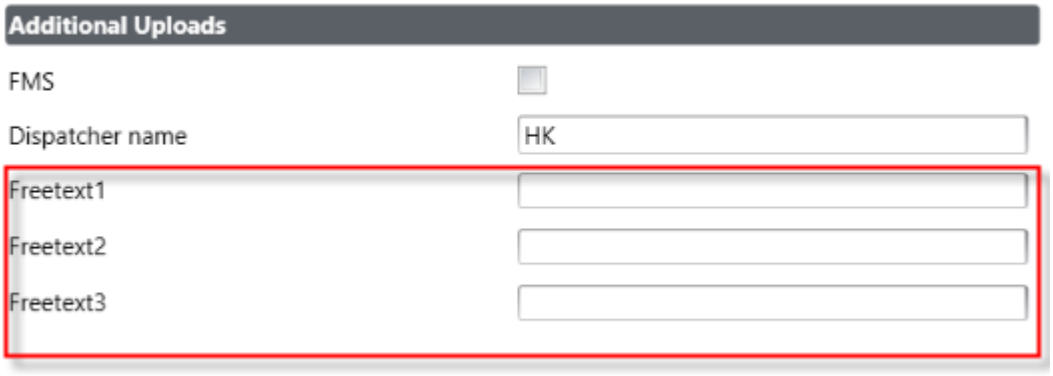


The text written in the "Remarks" will be shown if you hover the mouse over the warning in Flight Data guide item.



2.10. NEW: Free text boxes changed

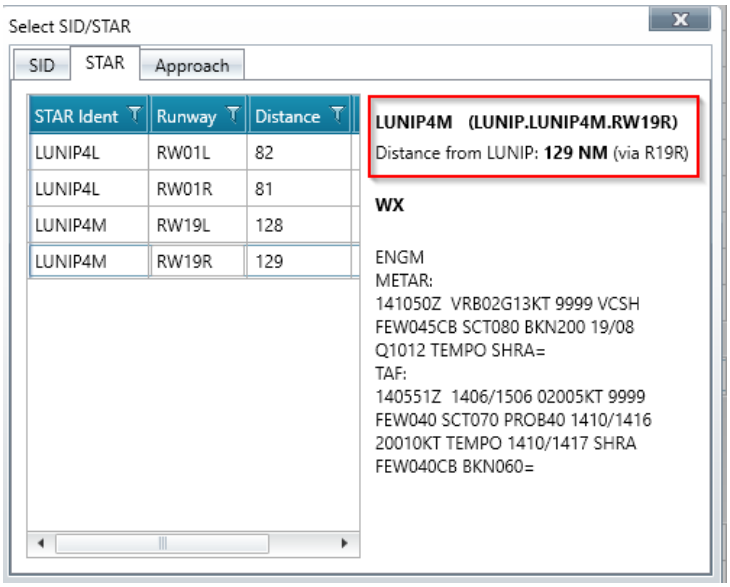
In the Dispatch guide item, you have had the possibility to type in some notes for the flight concerned. We have changed the layout of the input box and divided it into 3 separated boxes each containing place for typing 60 characters. Each of these boxes can be shown in the Operational Flight Plan by using some * (star) codes. These codes have not been changed. *FREETEXT1 will show Freetext1, *FREETEXT2 will show Freetext2 and *FREETEXT3 will show Freetext3.



2.11. NEW: Select Approach/missed approach in Select SID/STAR

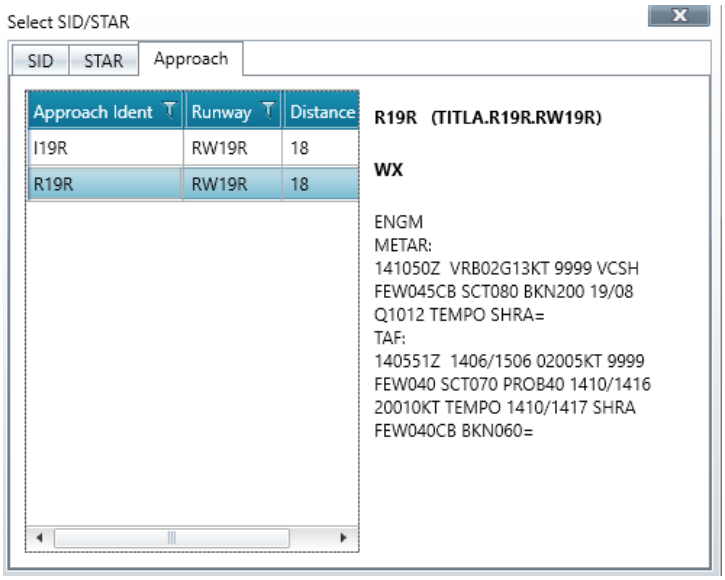
In the dialog box for “Select SID/STAR” in the Route Guide Item for “Destination Routes” a new tab is available called “Approach”, where the approach for the chosen STAR is shown.

Example below is a flight EKBI to ENGM with ESGG as alternate



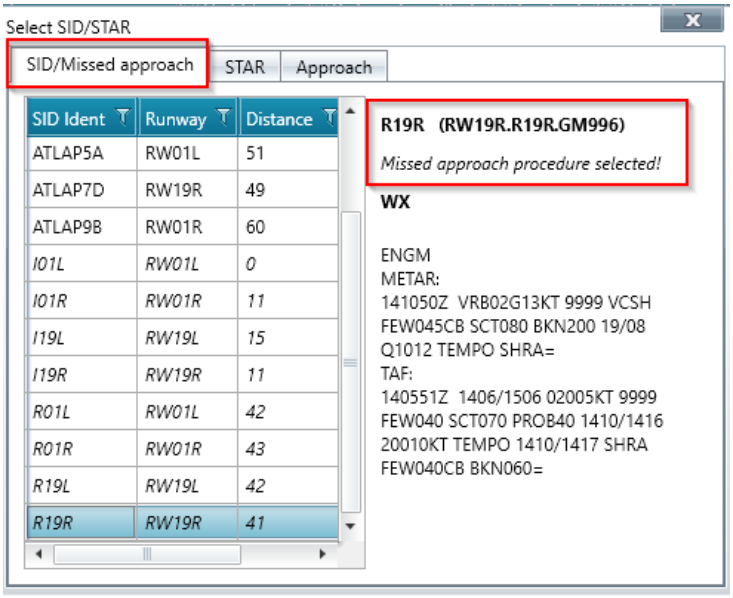
STAR LUNIP4M is selected and the distance from LUNIP to the airport is 129 NM via RNAV approach for RWY 19R as stated in the red box.

If you wish to change approach for the chosen STAR you can select the tab “Approach”



Where you can select between ILS RWY 19R (I19R) or RNAV RWY 19R (R19R)

For “ALTN1 Routes” in the Route Guide item a new or renamed tab is called “SID/Missed approach”



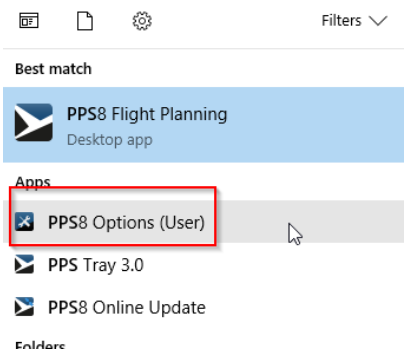
The example above shows the RNAV RWY 19R missed approach procedure selected, so the routing will be missed approach procedure routing until the last point on the procedure. Thereafter DCT to the first point in the ATC routing to alternate 1 and then following the routing to the alternate.

Missed approach procedures is shown in “Italic” and SID is shown with SID ident.

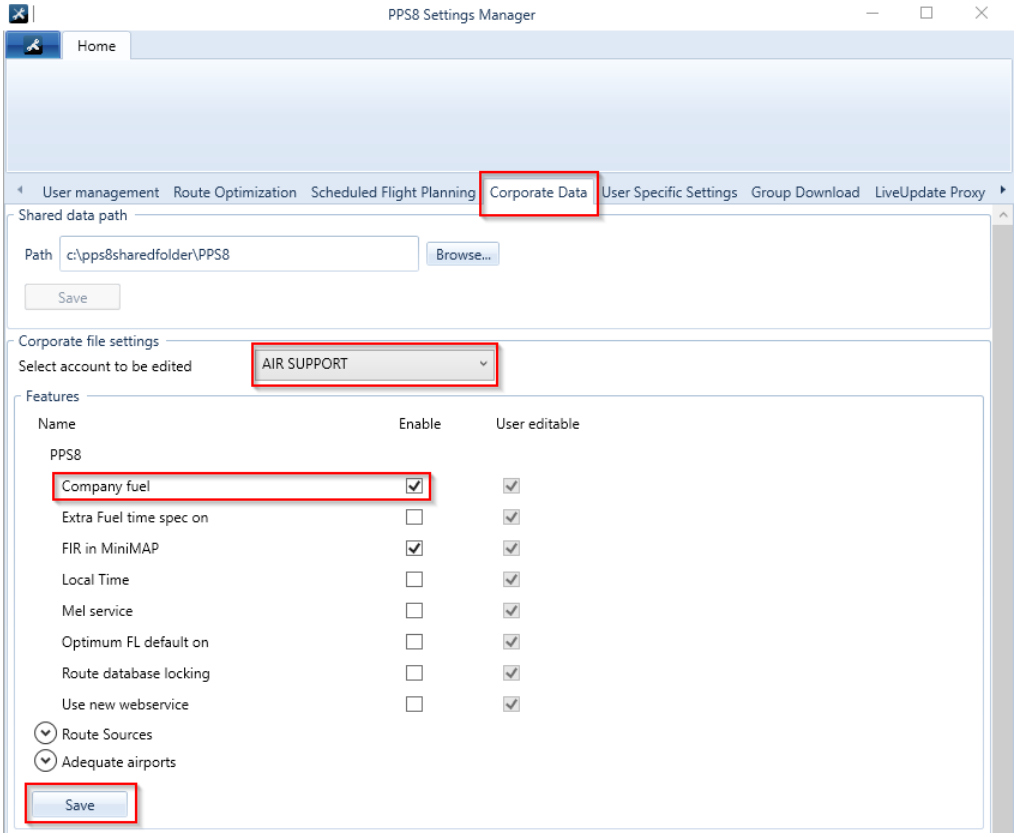
The same apply for ALTN2

2.12. NEW: Setting for company fuel

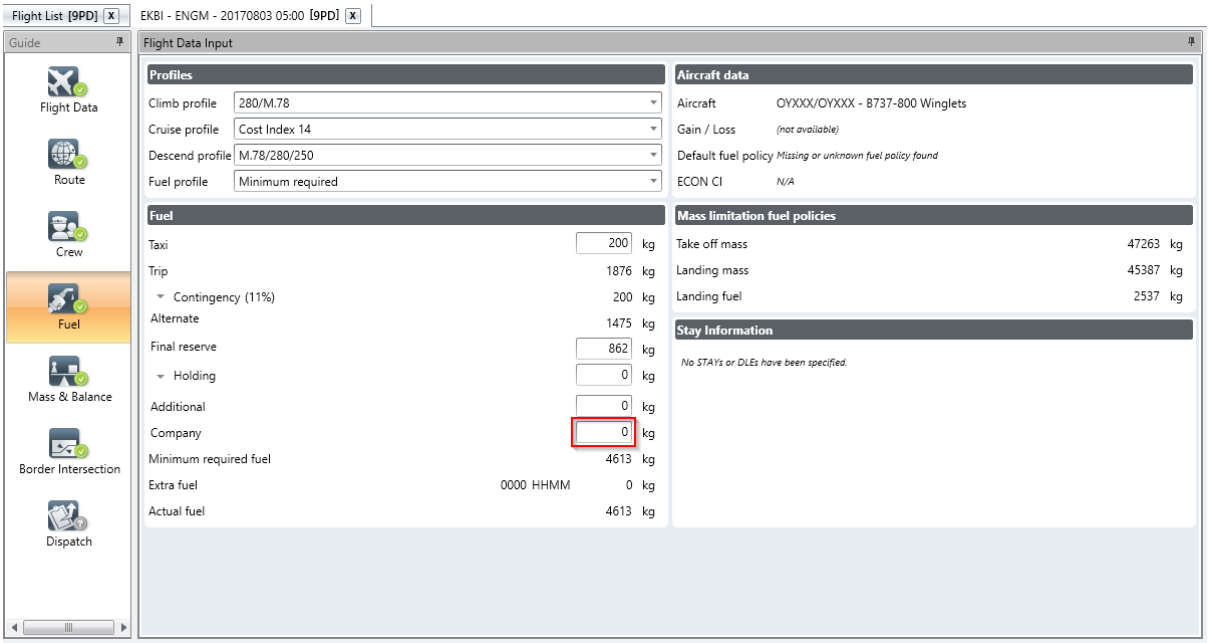
To apply the setting so you can edit the “Company fuel” in the “Fuel Guide item”, you need to Right-click on the “PPS8 Options (User)” and then “run as administrator”



This opens the PPS8 settings manager. Under the tab “Corporate Data” you select which account you wish to set the setting for and select “Enable” Company fuel and press “Save”

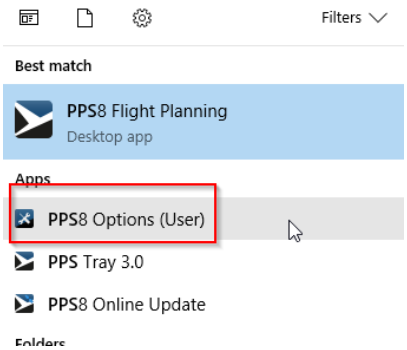


And the “Company fuel” field in the “Route Guide Item” is now editable

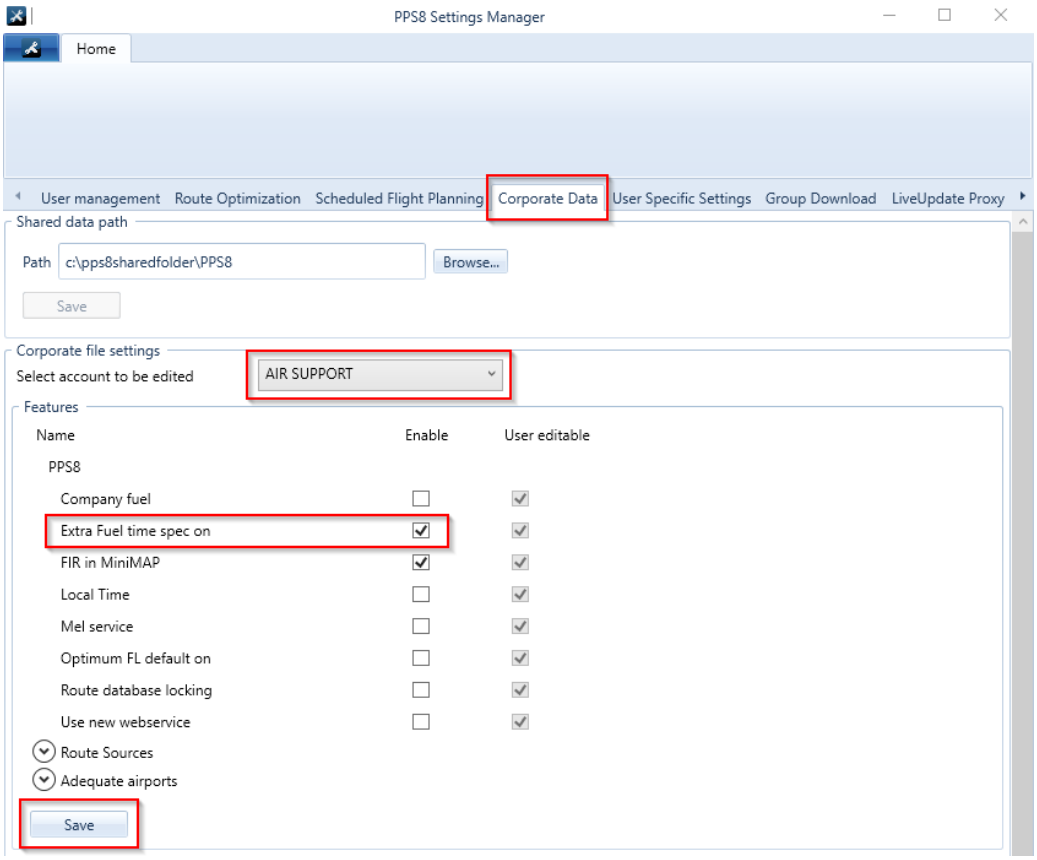


2.13. NEW: Setting for extra fuel in time

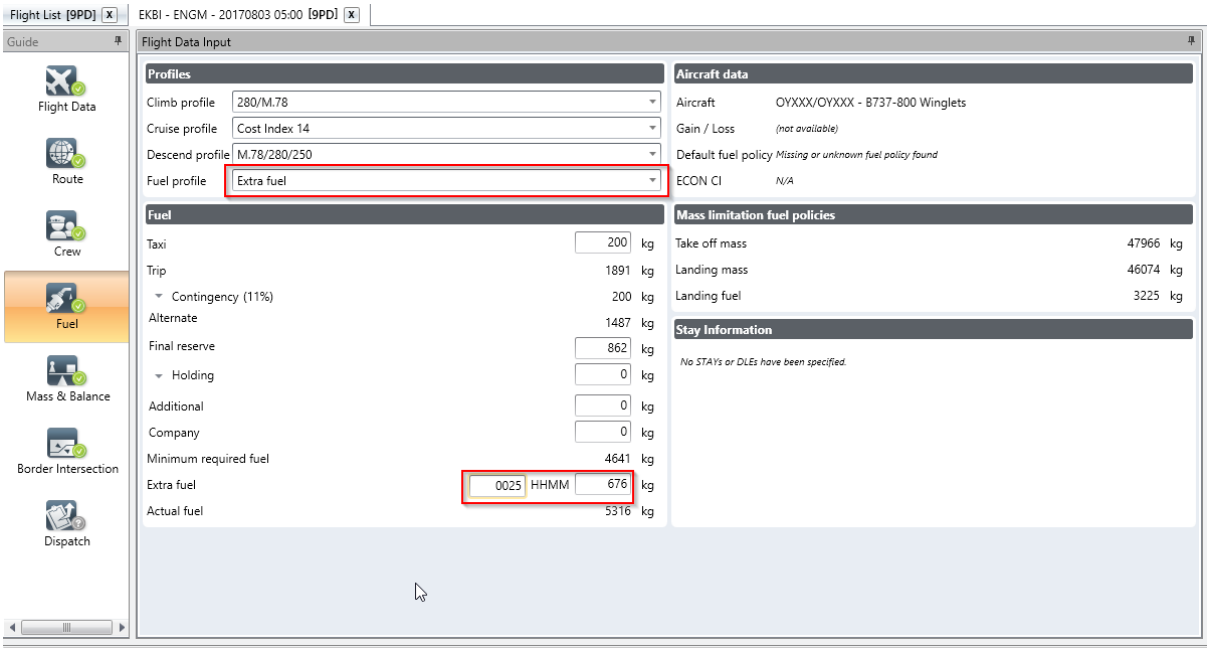
To apply the setting so you can edit the "extra fuel" in the "Fuel Guide item", you need to Right-click on the "PPS8 Options (User)" and then "run as administrator".



This opens the PPS8 settings manager. Under the tab "Corporate Data" you select which account you wish to set the setting for and select "Enable" Extra fuel and press "Save"

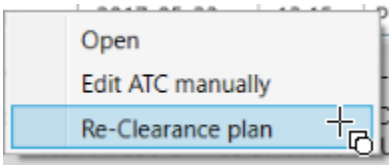


And the "Extra fuel" field in the "Route Guide Item" is now editable when you select "Extra fuel". If you enter time HHMM (hours, minutes), then it will calculate with the fuel flow using the holding fuel table. If you enter amount, then time will reflect that.

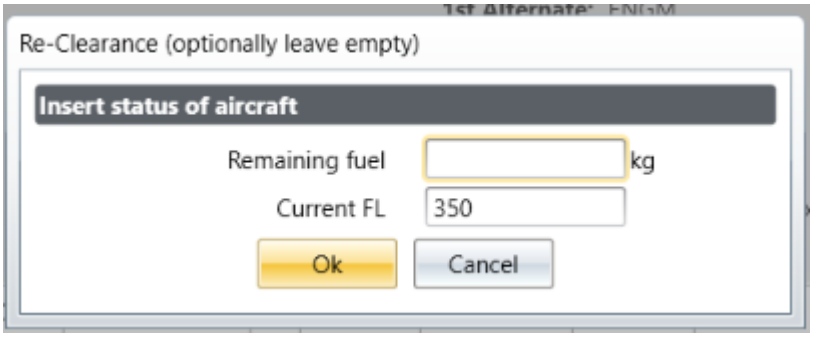


2.14. NEW: Re-Clearance in Flight

When you right-click on a flight in the CrewBriefing Flightlist, you now have a new option called “Re-Clearance plan”

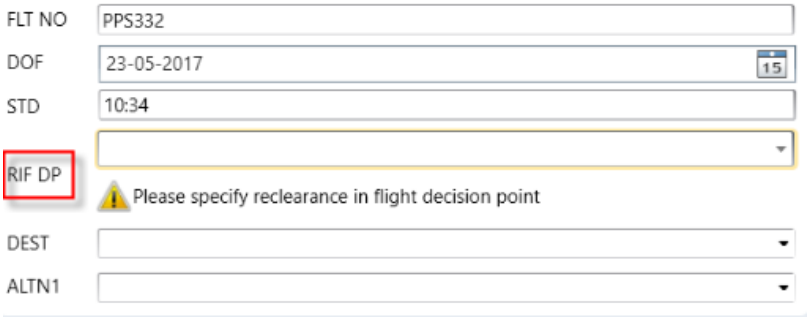


With this option, you have a possibility to plan a new routing for an aircraft in flight. When click on “Re-Clearance plan” a new window will appear:

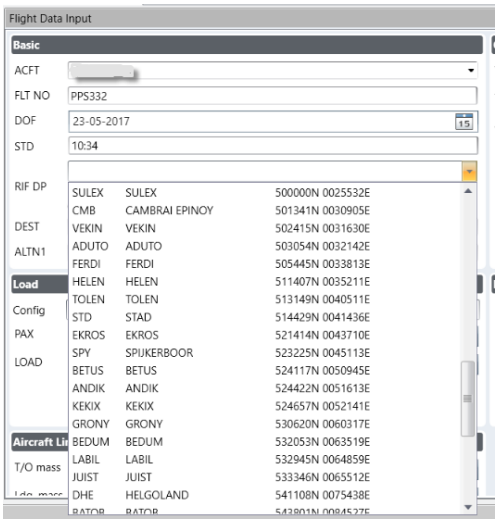


Here you can enter the fuel, which remains at the point where the aircraft should be recleared. You can also enter the current FL.

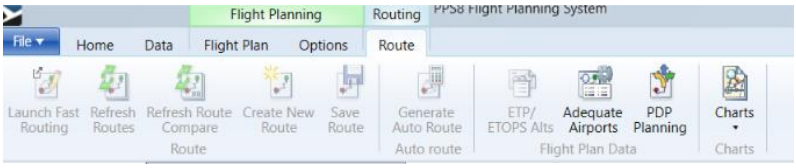
When the flight is opening in the Flight Data guide item, you can see the DEP has changed to RIF DP.



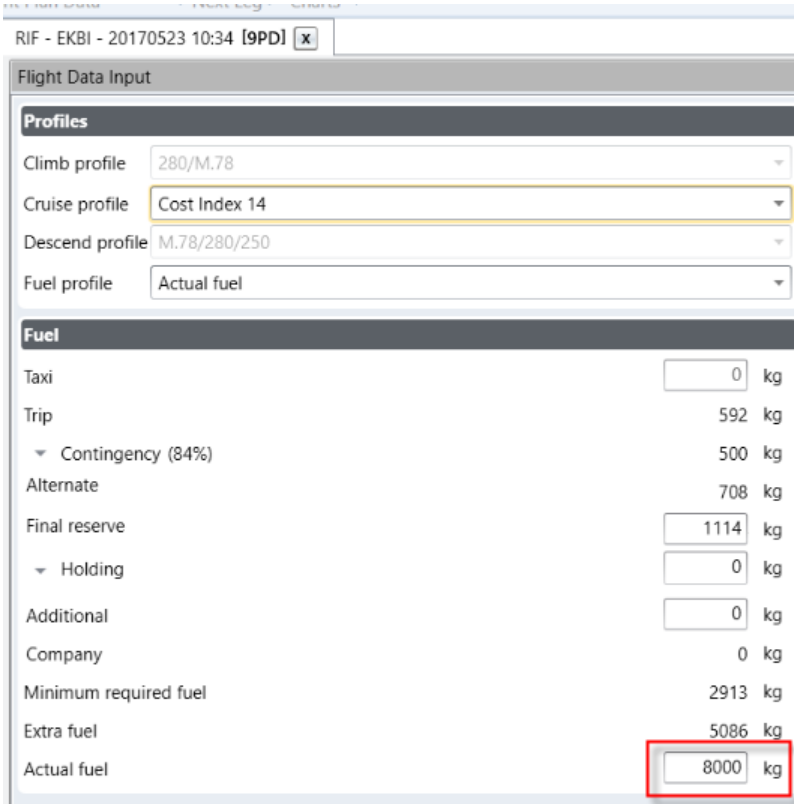
You can select at which point the aircraft will do a re-clearance in flight to a new destination.



In the Route guide item, you can type in the route you wish the aircraft to follow. (presently no autoroute or FastRouting is available).



In the Fuel guide item, the fuel you entered will be entered as Actual fuel

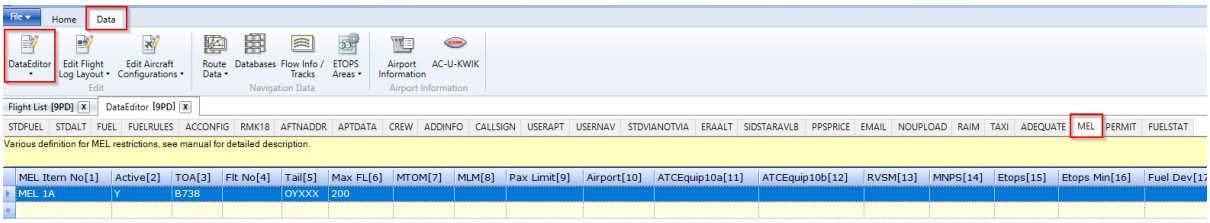


In this example 8000 kg has been entered when opening the flight in Re-Clearance plan mode, and therefore the actual fuel is set to 8000 kg.

The Re-Clearance flight CANNOT be uploaded to CrewBriefing or AMEXSY. It's purely information for you which you can pass on to the aircraft by other means

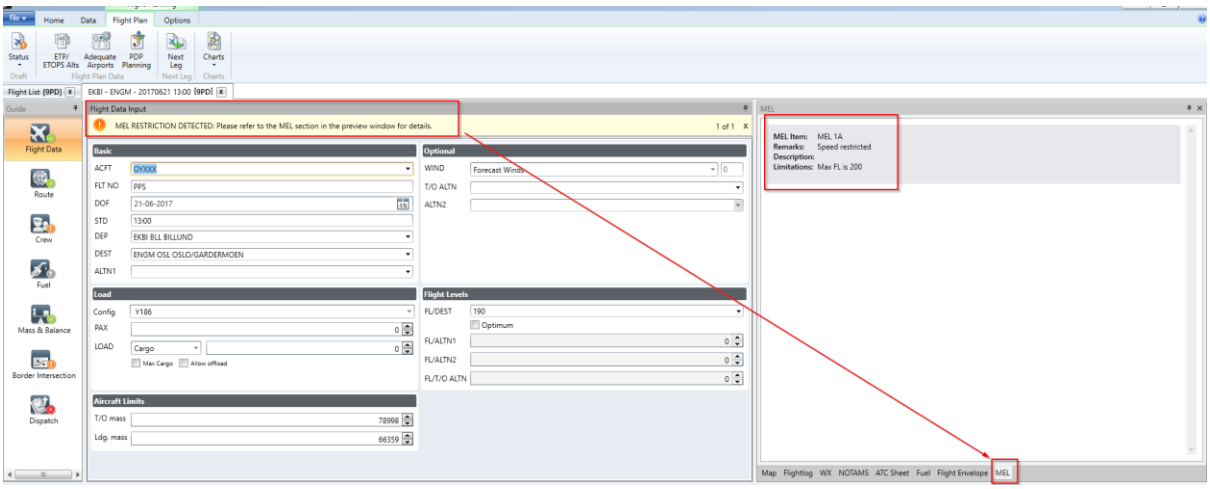
2.15. NEW: MEL integration

We introduce with PPS8 1.7 the possibility to enter MEL restrictions manually via the Data Editor, where a new tab called MEL is available.



In here you can type in the MEL restrictions per your maintenance system. In the picture above a MEL restriction for OYXXX has been entered saying that max FL is FL200.

When making a FPL, you will get a notification that a MEL restriction has been detected and you can see which in the in the MEL tab preview window.



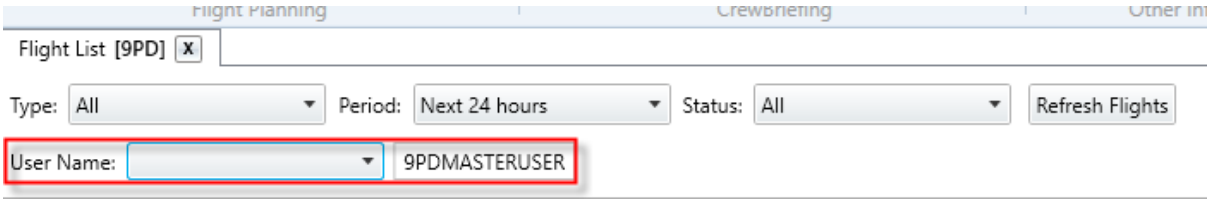
2.15.1. *MELINFO

By using the *(star) code *MELINFO on your Operational Flight Plan, you will get all restrictions which apply for the flight presented on the Operational Flight Plan.

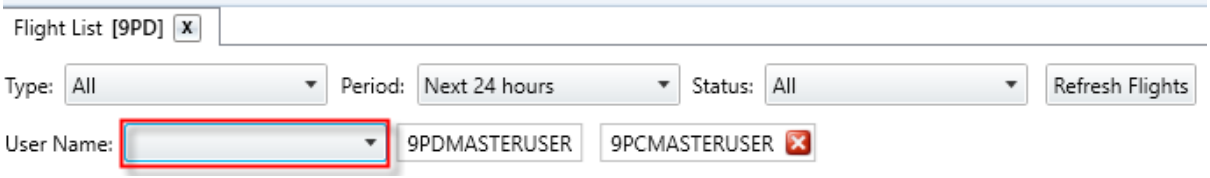
```
Log Nr.: 8846 Page  4                                        EKBI-EGNS

MEL Item: 25-90-02
Remarks: Cabin Light system
Description: Reading Lights
Limitations: Max PAX is 40

MEL Item: 25-21-05-5
Remarks:  Passenger seats, and a very long remark text is written
for this MEL item. To test how the text would be displayed if
you write a long remark here.
Description: Passenger seats
Limitations: None

MEL Item: 25-60-09-7
Remarks: First aid kit safety seal
Description: First aid kit safety seal
Limitations: Max FL is 300

MEL Item: 33-10-00
Remarks:  Cockpit / flight deck / flight compartment and instrument
lighting system
Description:  Cockpit / flight deck / flight compartment and
instrument lighting system
Limitations: None
```

2.16. NEW: Combine accounts in flight list

You have the possibility to show all accounts in the same flight list.



In the dropdown menu, you can select the accounts which you wish to have shown as combined in one flight list.

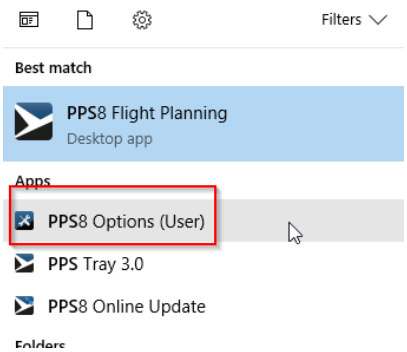


The system will always default to the account which has been installed as primary and this one can't be changed. You can add several accounts one by one and press "Refresh Flights". When opening the PPS8 Flight Planning System again the combined accounts will be remembered.

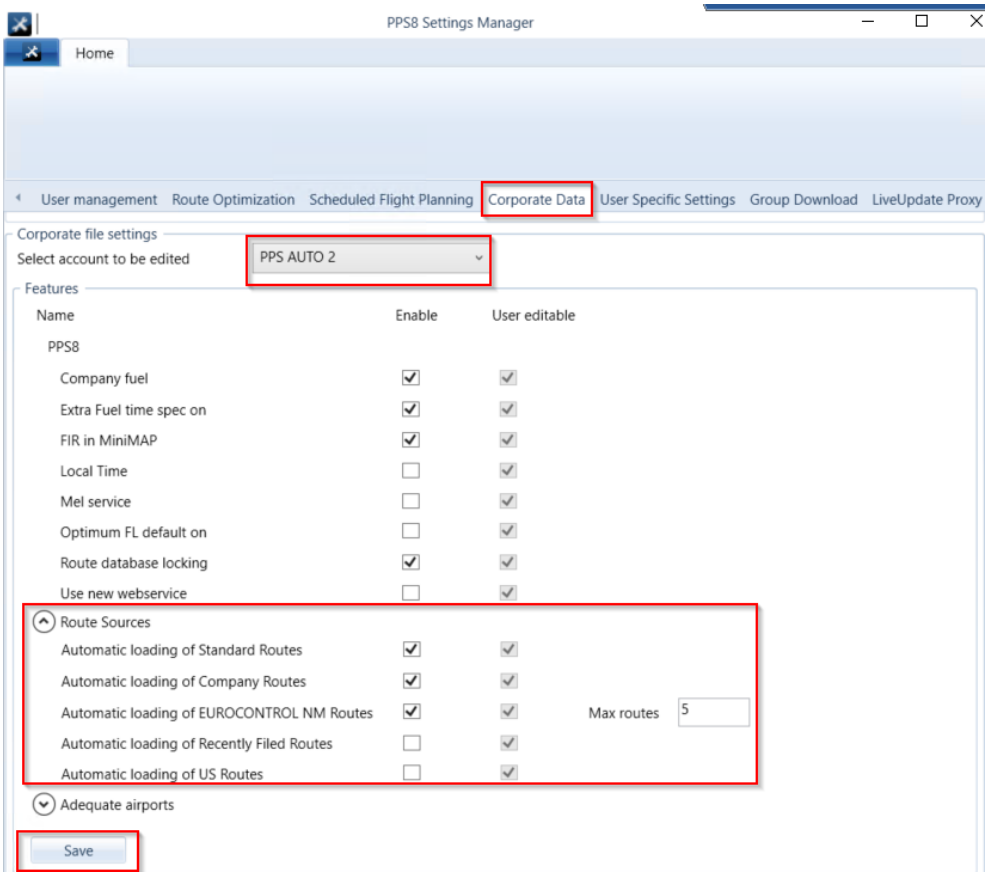
2.17. NEW: Selecting Route source to be shown in Route Guide item

A new setting is available for selecting which route source to be shown default in the Route Guide item.

To apply the settings so you can edit the default Route source", you need to Right-click on the "PPS8 Options (User)" and then "run as administrator"

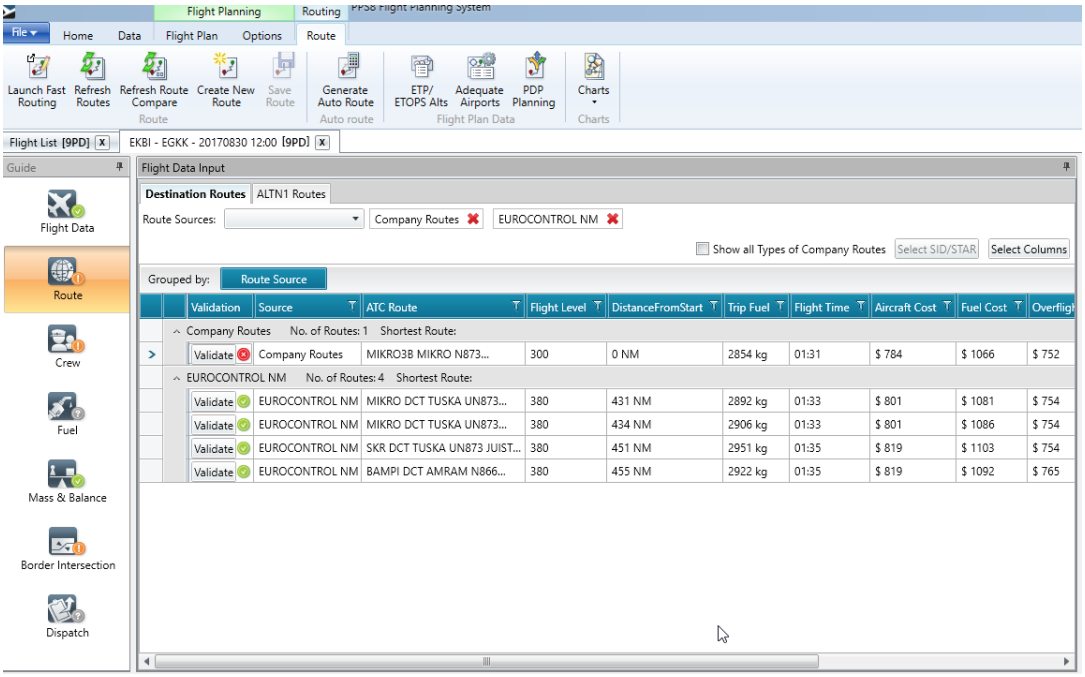


This opens the PPS8 settings manager. Under the tab "Corporate Data" you select which account you wish to set the setting for and select the Route Sources you wish to have as default and press "Save" By default every source is selected.

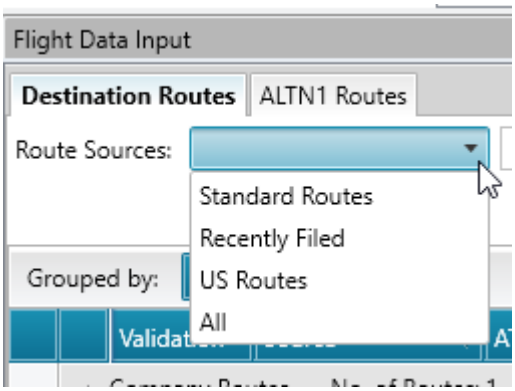


For EUROCONTROL NM Routes, you further have the option to select how many of these routes you would like to have presented. It can be from 1 to 10. Default is set to 5. Even though you have e.g. selected 10, you might not receive 10. It depends on citypair and how many options avbl. Between the citypair.

In Route Guide item, it will be shown which source is default selected. In the below example, only Company Routes and EUROCONTROL NM Routes as source has been selected as default



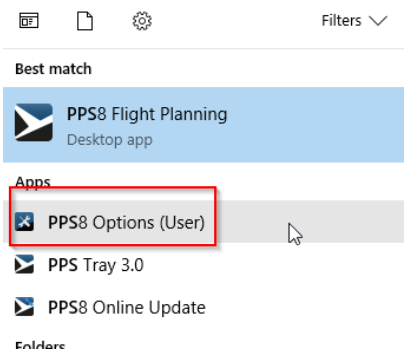
But in the dropdown menu for “Route Sources” you can select further sources for this flight

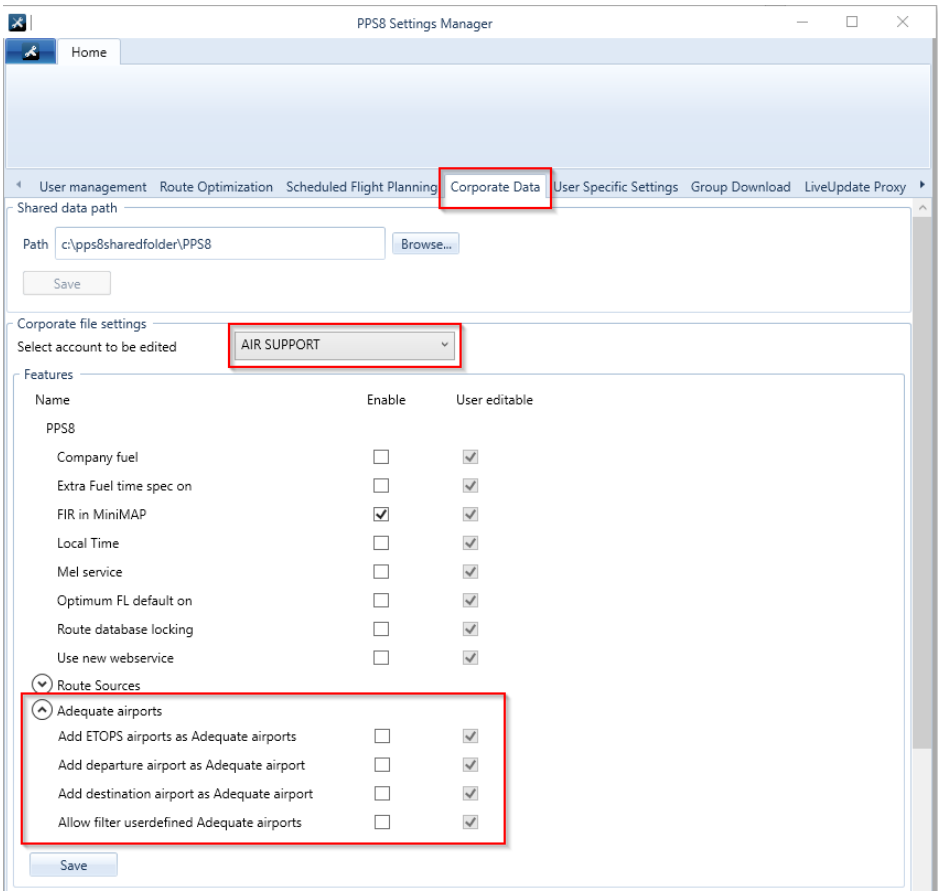


2.18. NEW: Adequate Airport selection

The selection of the adequate airports has on request been changed to a more flexible way of selecting airports

To apply the settings so you can edit the “Adequate Airport”, you need to Right-click on the “PPS8 Options (User)” and then “run as administrator”





2.18.1. Add ETOPS airports as Adequate airports

If selected, then the ETOPS Altn airports will be considered as an Adequate airport as well.

2.18.2. Add departure airport as Adequate airport

If selected, then the departure airport will automatically be added as an Adequate airport

2.18.3. Add destination airport as Adequate airport

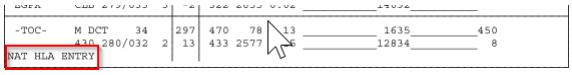
If selected, then the destination airport will automatically be added as an Adequate airport

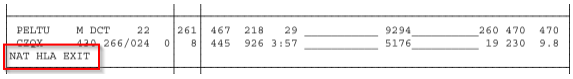
2.18.4. Allow filter user defined Adequate airport

If selected, then PPS8 will filter the airports entered manually in the Adequate Airport Selector, and take the airports which the system calculates to be useable for the flight. This means if you have entered e.g. OMDB as an adequate airport for a flight from ENGM to LEMD, then PPS8 will disregard it as is calculate the airport to be not useable for this flight. If you wish to be able to enter whatever airport and get weather and NOTAMS despite the system calculates it be not applicable for the flight, you should deselect this setting.

2.19. NEW: Highlight North Atlantic High Level Area entry/exit

PPS8 will display on the Operational Flight Plan when entering and exiting the NAT HLA (North Atlantic High Level Area)





2.20. NEW: Icing considerations at ETOPS

In the "ETP/ETOPS Alternate(s) Selector" a new option is available.



Here you can insert the icing percentage you wish your ETOPS flight should be calculated with to your Adequate ETOPS enroute alternate(s)

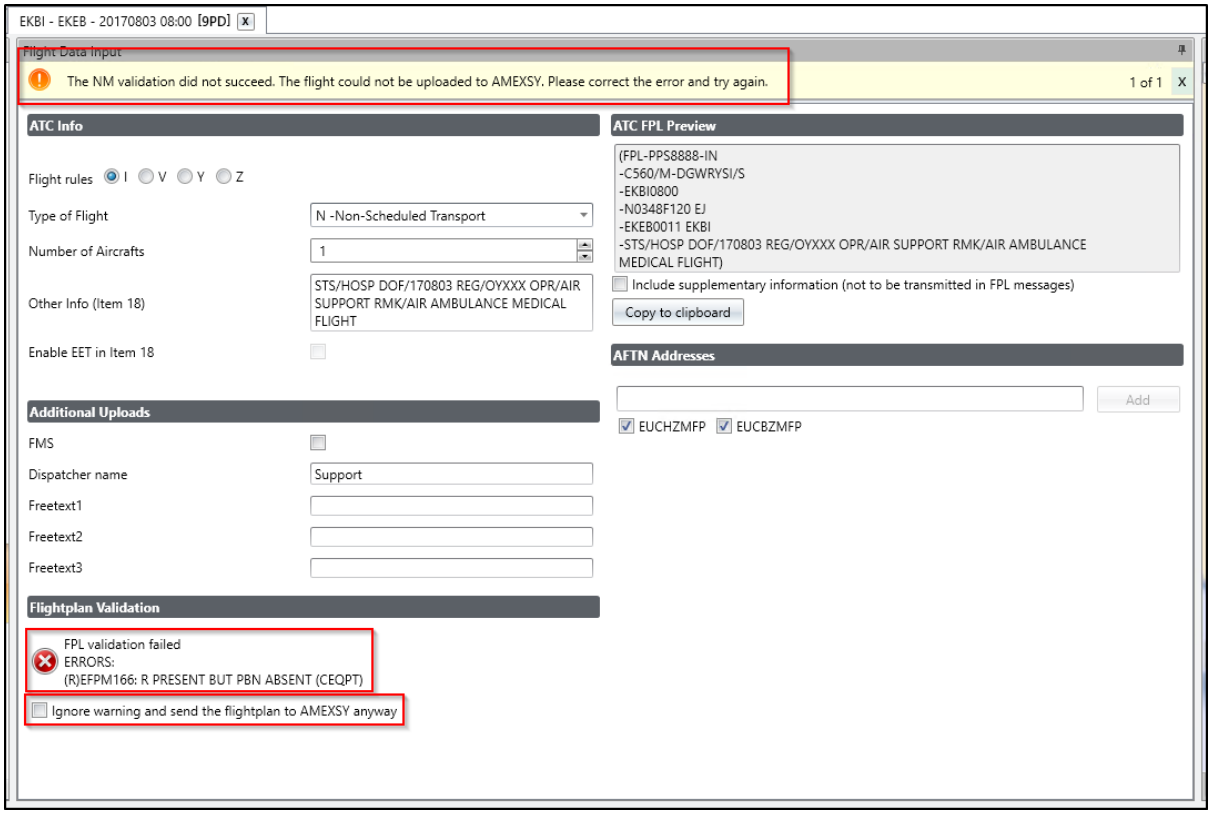
2.21. NEW: Change of Abbreviation for METAR and TAF

In PPS8 you have the option to see actual weather and forecasts several places. Formerly it was displayed as SA and FC/FT now SA equals METAR and FC/FT equals TAF.

2.22. NEW: Flight plan check via IFPUV before sending it LIVE

Whenever the two NM Manager AFTN addresses is in the list of addresses, for which the flight plan is supposed to be filed to, the PPS8 is sending it to the Integrated Flight Plan Validation system (IFPUV) for validation. If the validation fails, the flight plan will NOT be sent LIVE and a notification will be displayed together with the error received from the IFPUV system. The flight plan needs to be corrected before sending it again.

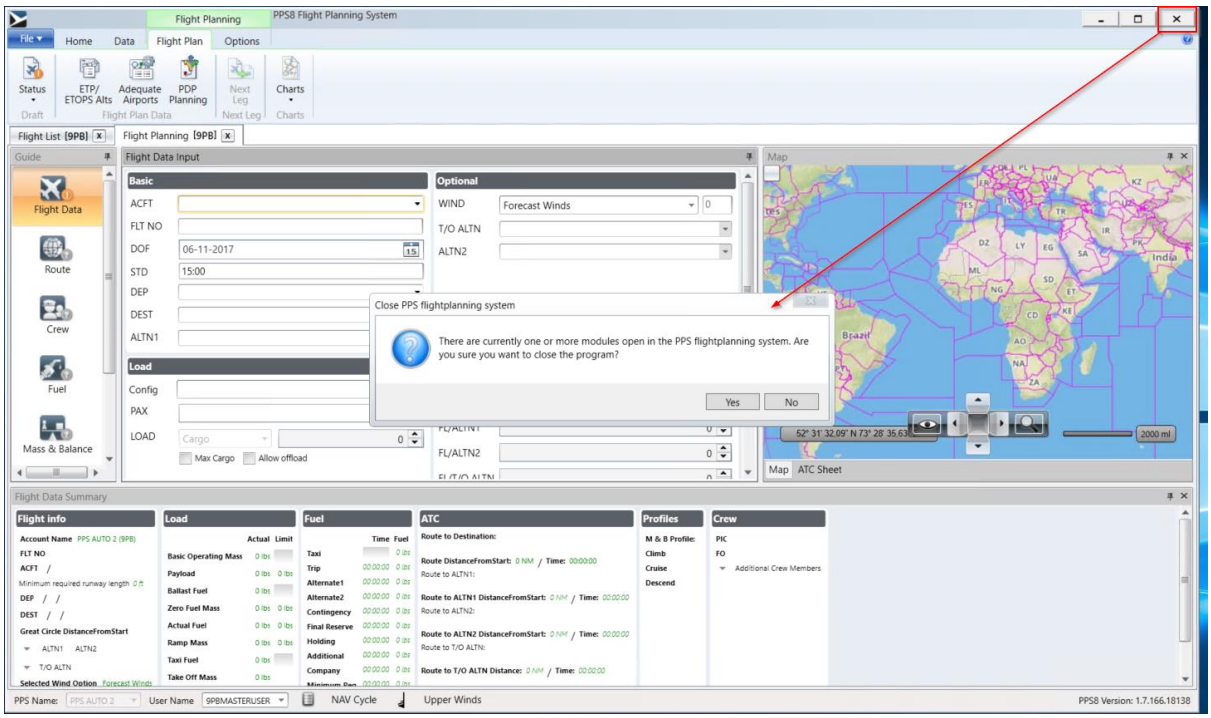
There will though be a possibility to ignore the warning and send it anyway BUT this option should only be used, if you are sure that flight plan will pass LIVE system.



In the above the "R" is present in item 10a but nothing is specified concerning this in item 18 of the ATC flight plan.

2.23. NEW: Warning when closing PPS and

We have implemented a warning, which will prompt you when closing PPS, if any flight planning tabs is open

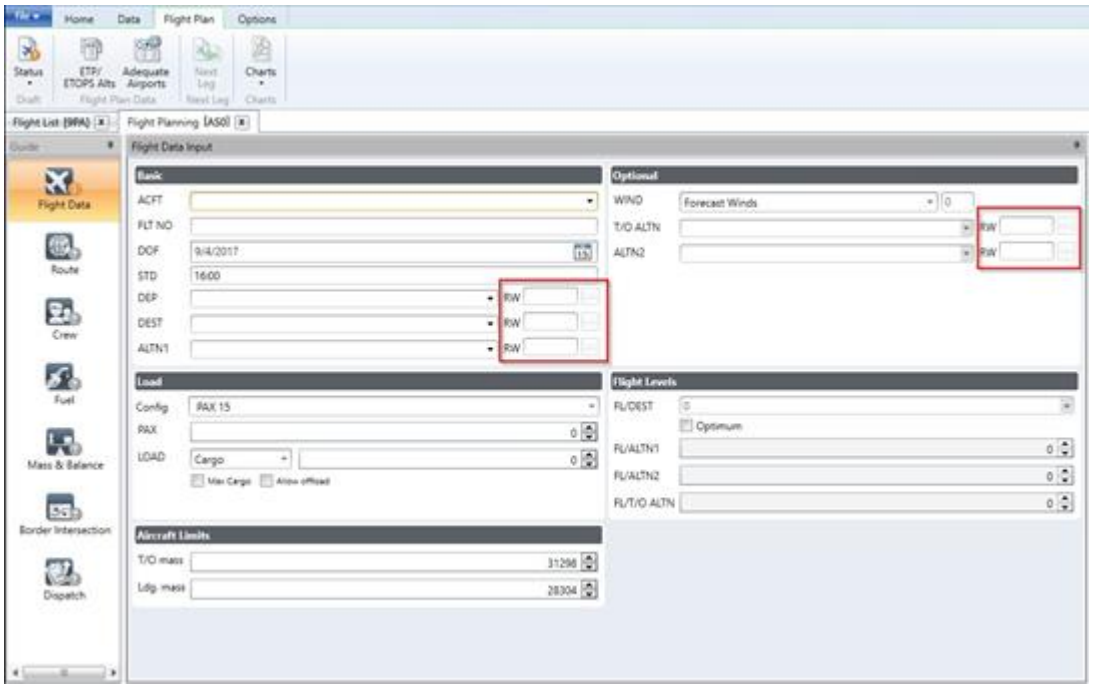


2.24. NEW UI in PPS for Runway Analysis integrators

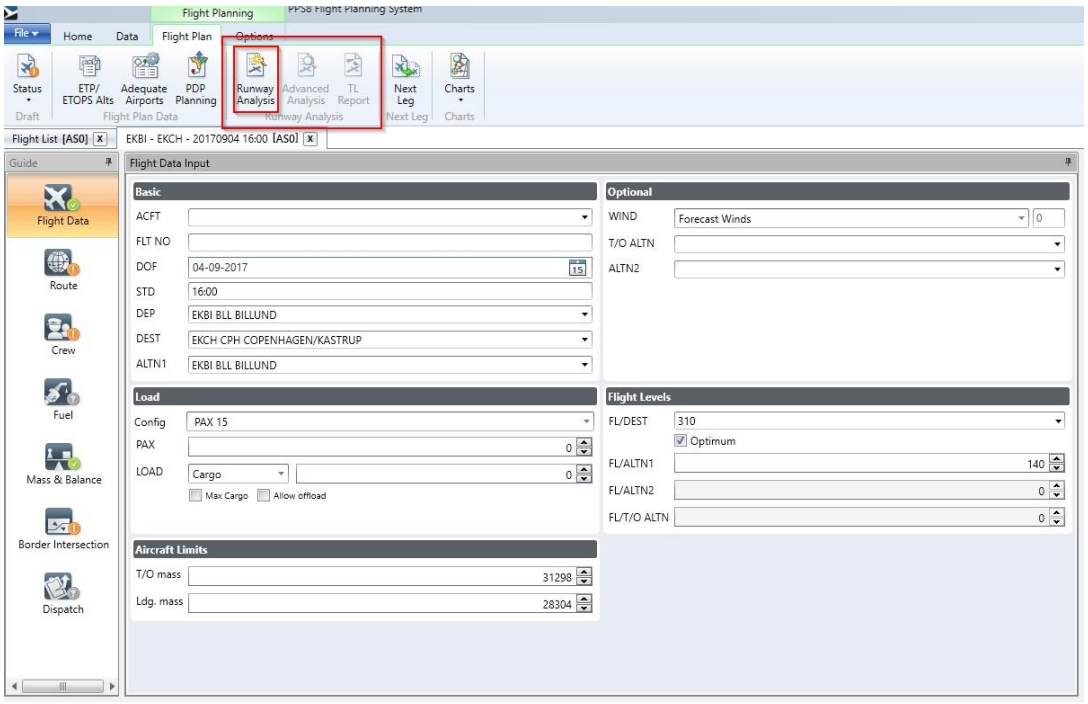
PPS8 version 1.7 have adapted a new layout and we have changed the UI in PPS for our runway analysis integrators – APG & AeroData.

For both integrators, there have been added a new on single button called “Runway Analysis” which opens a single window which will show calculations for all selected airports.

Old UI in PPS:

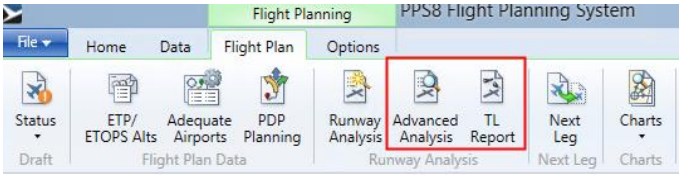


New UI in PPS:



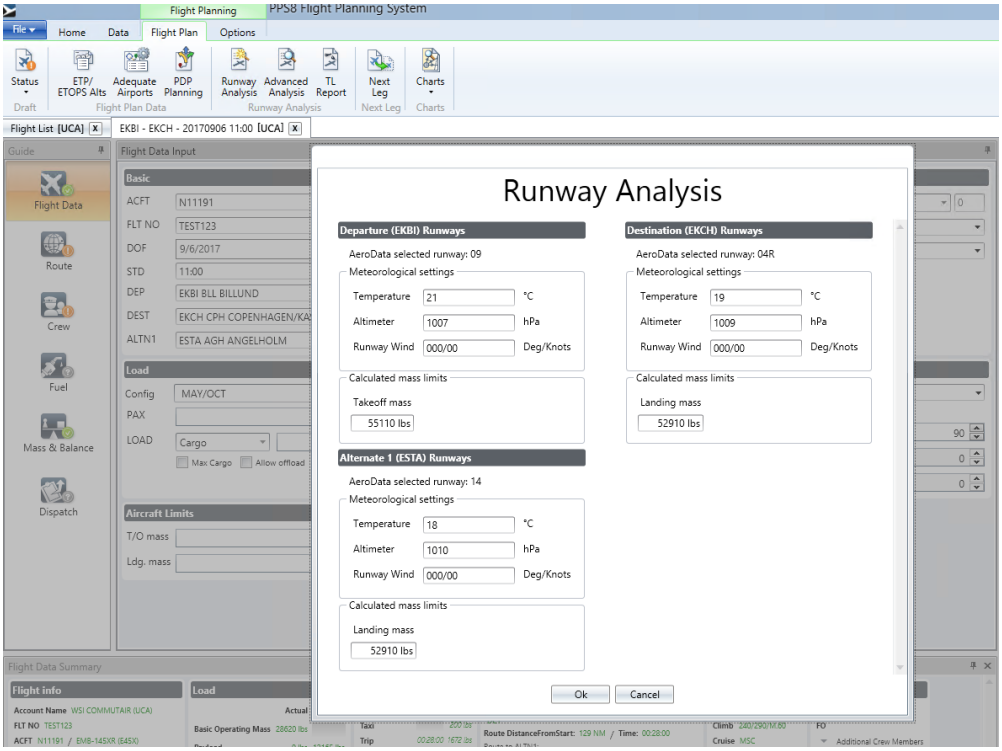
The “Advanced Analysis” & “TL Report” buttons are only available for AeroData in the Ribbon and the functionalities via this button will remain unchanged.

IMPORTANT NOTE: It is important to state that these two buttons cannot be used in collaboration with APG and is only a function needed for AeroData:



When you click on Runway Analysis in the ribbon the new user interface will appear.

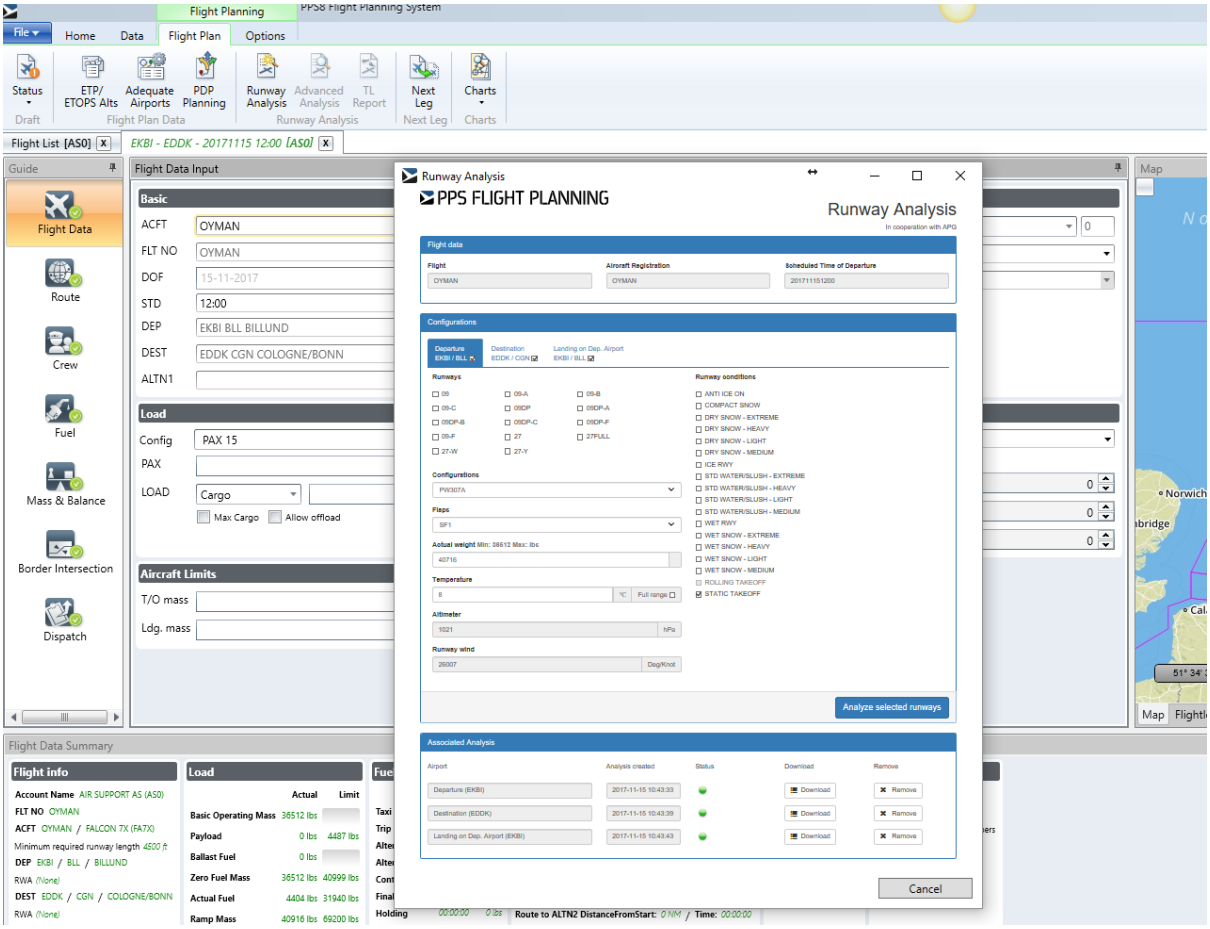
New UI for AeroData:



Before for AeroData it was a requirement to run calculations for each airport selected in PPS, but with the new UI all airports are pre-selected and are calculated simultaneously.

For the advanced analysis button, the functionality remains as before PPS 1.7

New UI for APG (Aircraft Performance Group):



2.25. New APG UI both in PPS & on CrewBriefing.com

For APG customers the UI have also changed – Both in PPS and on CrewBriefing.com

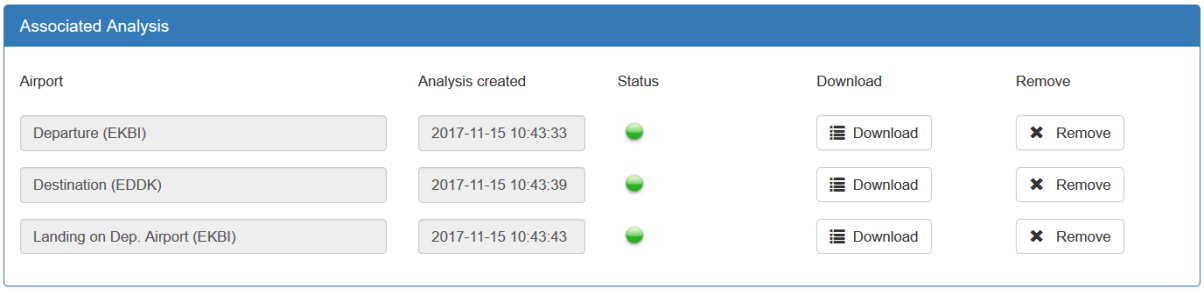
If you have made a APG Runway Analysis inside PPS8 and uploaded the flight to CrewBriefing, the link will look like below and you can click to recalculate/change

☐ Runway Analysis: ☑ PPS9999-EKBI-EKCH (click to recalculate / change)

If you haven't made any APG calculation inside the PPS8 the link on CrewBriefing will look like below and you can click on it for calculate a APG Runway Analysis.

☐ Runway Analysis: ☑ PPS8888-EKBI-EKCH Not calculated. Calculate (click link) to include.

When you have done the calculation the result will be shown in the bottom of the UI



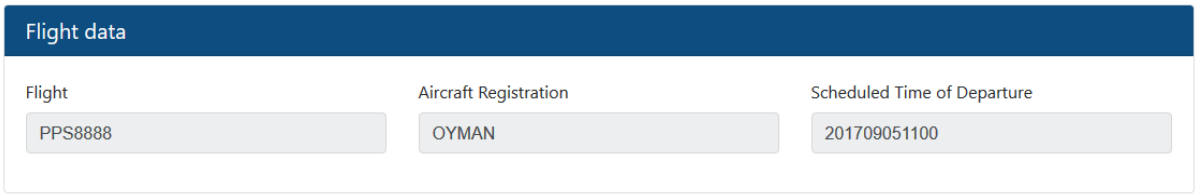
You can click on “Download” one by one and print them or you can close the window and return to the “Flight info Menu” where you can include the Runway Analysis by clicking the tick-box. 

If no preliminary calculations have been made inside PPS, you still have the option to request the APG calculations on CrewBriefing.com

The new APG UI is divided into three sections:

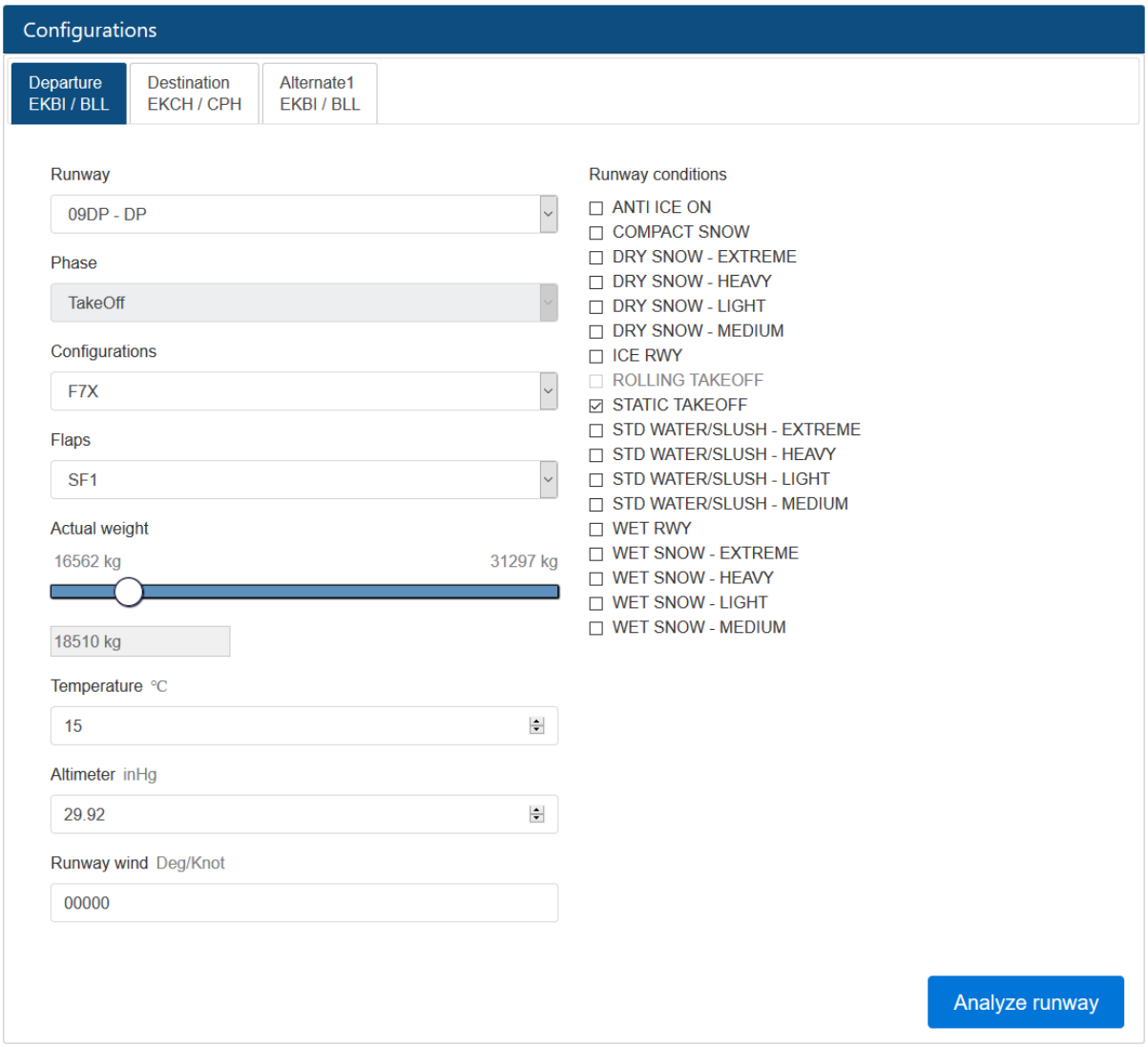
- Flight Data
- Configurations
- Completed Analysis

Flight Data



This section is un-editable and only copies the information from the selected flight in the CrewBriefing flight list.

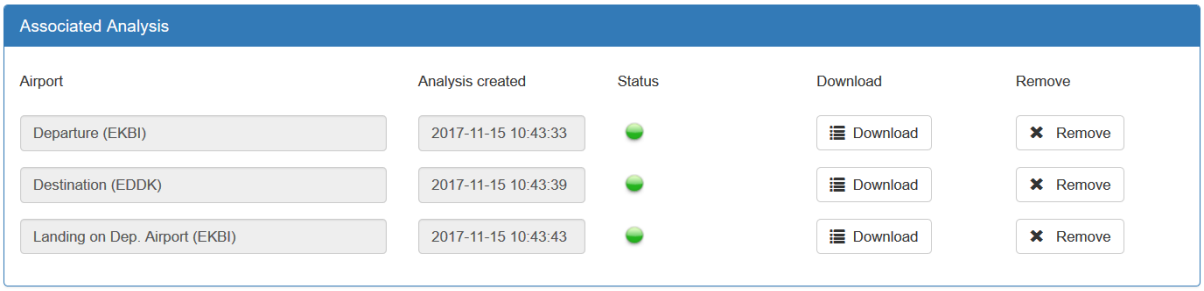
Configurations



It is possible via the tab's to select which airports you want to make corrections to:

- Runway
- Phase (Cannot be modified)
- Flaps
- Actual Weight (Can be modified to reflect the actual weight/mass of the aircraft)
- Temperature
- Altimeter
- Runway wind
- Runway conditions

Completed Analysis



The status of the Runway Analysis calculation can be monitored in this area via the “Status” column. All completed Runway Analysis have a green dot.

IMPORTANT NOTE: When the APG Runway Analysis have been completed you simply close the window and return to the “Flight Info Menu” and continue downloading the briefing package.

2.26. NEW: Change in layout of APG Runway Analysis Report

APG (Aircraft Performance Group) will also introduce a new layout which is expected to start rolling out from the 19th of September.
We highly recommend all APG customers to carefully read the official announcement from APG which can be found via this link.
http://www.flyapg.com/press/runway-analysis-atlas-report-format-is-changing-july-11th-2017/

If you have questions to the new APG Runway Analysis Report, please contact APG directly. You can find their contact details on: www.flyapg.com

An introduction page to the new layout of the report from APG can be downloaded via this link: http://www.flyapg.com/wp-content/uploads/2017/05/Intro.pdf

2.27. NEW: AUTODISPATCH 2016

The autoupload/autodispatch has been refactored to be more aligned with the architecture of the PPS8, which gives us a possibility to add new functionalities on the long term.

With the new Autodispatch, there is a possibility for your in-house Scheduling system to use a new web service for uploading flight to our server for use in PPS8. New functionalities with this is e.g. uploading DOM/ZFM.

Please contact AIR SUPPORT Support department for scheduling an upgrade from your present auto dispatch to the new refactored one.

3. Known issues / Limitations / Changes

- Occasionally ICAO identifier will not match the country name with the border section calculation (the plain country name will still always be correct)
- If copying a flight from the flight list the STA will remain as the original uploaded calculation.
- Designated STAR's selected by PPS for airport: LIRF/FCO might be incorrect for some arrivals. Manual selection must be done by user
- Any manual changes made to AFTN addresses during the planning phase will be reset if a the route is being changed
- Only 1 STAY in the route can be inserted… if inserting more than 1, it will not work
- Not able to refresh an EROPS/ETOPS flightplan.
- Not able to refresh a flightplan with another mass and balance profile than the default in the aircraft.
- Not able to refresh Y and Z flightplans.
- Not able to refresh a flight with variable mach numbers/Cost Index.
- Not able to refresh RCF flightplans.
- Not able to refresh ERA flightplans.
- Not able to refresh a flightplan with STAY inside the routestring
- EET's will only be included in the ATC plan if "IncludeFIREET" is activated in settings
- If creating a custom route the SID/STAR selection box will not display any procedures
- Users can experience that occasionally RAIM will not calculate when the setting FSS is activated… Workaround is to temporary activate LSS and RAIM will then calculate.
- "Isolated aerodrome procedure" does not work with Refresh / Recalc on CrewBriefing
- "ALTN2 as info only" does not work with Refresh / Recalc on CrewBriefing
- "ALTN2 with FAA rules" does not work with Refresh / Recalc on CrewBriefing
- If routes are stored with Flight Level Cap, they will not be visible in the ROUTE Guide item unless the selected Flight level is within the level cap
- If auto-offload of cargo is required with Auto-dispatch to stay within limits, the code "OLD" must be added in the #4#2 settings of PPS
- *FXFL can't be used together with ETP/ETOPS flight planning, due to incorrect level restriction not being displayed correctly.