

Enroute Flight Navigation

Stefan Kebekus

Jan 06, 2024

Contents

1. Getting Started	3
1.1. Think Before You Fly	3
1.2. Installation and Setup	4
1.3. Before Your First Flight	6
I. Tutorials	11
2. Basic Use	13
2.1. Connect Your Traffic Receiver	13
2.2. Connect the SafeSky App	16
2.3. Find Nearby Waypoints	18
2.4. Check Weather	18
2.5. Plan a Flight	21
2.6. Manage a Waypoint Library	25
2.7. Connect Your Flight Simulator	26
2.8. Report Issues or Make a Suggestion	33
2.9. Make a Donation	34
3. Advanced Use	35
3.1. Import Custom Vector Maps	35
3.2. Import Custom Raster Maps	35
3.3. Import Airspace Data	37
3.4. Import Visual Approach Charts	39
II. Reference Manual	43
4. User Interface: Pages	45
4.1. Main Page and Moving Map	45
4.2. Settings	53
4.3. About	55
5. User Interface: Workflows	57
5.1. Import Data	57
6. Technology	61
6.1. Traffic Data Receiver Support	61
6.2. Platform Notes	63
III. Appendix	67
7. Data Sources	69
7.1. Map Data	69
7.2. METAR/TAF	72

7.3. NOTAMs	72
8. Software Licenses	73
8.1. Enroute Flight Navigation	73
8.2. Geographic maps	93
8.3. Software and data included in the program	93
9. Privacy Policies	97
9.1. English	97
9.2. Deutsche Übersetzung	98
9.3. Traduction en français	98
9.4. Traduzione italiana	99
9.5. Polskie tłumaczenie	100
9.6. Traducción al español	101
10. Authors	103
10.1. Contributions	103
10.2. Translations	103
10.3. Alumni	103

Enroute Flight Navigation is a free flight navigation app for mobile phones and pads. Designed to be simple, functional and elegant, it takes the stress out of your next flight. The program has been written by flight enthusiasts, as a project of [Akaflieg Freiburg](#), a flight club based in Freiburg, Germany.

Enroute Flight Navigation features a moving map, similar in style to the official ICAO maps. Your current position and your flight path for the next five minutes are marked, and so is your intended flight route. A double tap on the display gives you all the information about airspaces, airfields and navaids – complete with frequencies, weather reports, and runway information.

The free aeronautical maps can be downloaded for offline use. In addition to airspaces, airfields and navaids, selected maps also show traffic circuits as well as flight procedures for control zones. The maps receive daily updates and cover large parts of the world.

While **Enroute Flight Navigation** is no substitute for full-featured flight planning software, it allows you to quickly and easily compute distances, courses and headings, and gives you an estimate for flight time and fuel consumption. If the weather turns bad, the app will show you the closest airfields for landing, complete with distances, directions, runway information and frequencies.

Consult the [homepage](#) of **Enroute Flight Navigation** for more information.

1. Getting Started

This chapter walks you through all the steps that are necessary to get started with **Enroute Flight Navigation**. Enjoy!

1.1 Think Before You Fly

Enroute Flight Navigation is a free software product that has been published in the hope that it might be useful as an aid to prudent navigation. It comes with no guarantees. It may not work as expected. Data shown to you might be wrong. Your hardware may fail.

This app is no substitute for proper flight preparation or good pilotage. Any information **must always** be validated using an official navigation and airspace data source.

Warning: Always use official flight navigation data for flight preparation and navigate by officially authorized means. The use of non-certified navigation devices and software like **Enroute Flight Navigation** as a primary source of navigation may cause accidents leading to loss of lives.

We do not believe that the use of **Enroute Flight Navigation** fulfills the requirement of the EU Regulation [No 923/2012:SERA.2010](#)

Before beginning a flight, the pilot-in-command of an aircraft shall become familiar with all available information appropriate to the intended operation.

To put it simply: relying on **Enroute Flight Navigation** as a primary means of navigation is most likely illegal in your jurisdiction. It is most certainly stupid and potentially suicidal.

1.1.1 Software Limitations

Enroute Flight Navigation is not an officially approved flight navigation software. It is not officially approved or certified in any way. The software comes with no guarantee and might contain bugs.

1.1.2 Navigational Data and Aviation Data

Navigational- and aviation data, including airspace and airfield information, are provided “as is” and without any guarantee, official validation, certification or warranty. The data does not come from official sources. It might be incomplete, outdated or otherwise incorrect.

1.1.3 Operating System Limitations

We expect that most users will run the software on mobile phones or tablet computers running the Android or iOS operating system. Neither Android nor iOS is officially approved or certified for aviation. While we expect that the app will run fine for the vast majority of users, please keep the following in mind.

- The operating system can decide at any time to terminate **Enroute Flight Navigation** or to slow it down to clear resources for other apps.
- Other apps might interfere with the operation of **Enroute Flight Navigation**.
- Many hardware vendors equip their Android devices with “battery saving apps” that randomly kill long-running processes. These apps cannot be uninstalled by the users, do not comply with Android standards and are often extremely buggy. At times, users can manually exempt apps from “battery saving mode”, but the settings are usually lost on system updates. See the website [Don't kill my app](#) for more information.

1.1.4 Hardware Limitations

Enroute Flight Navigation runs on a variety of hardware platforms, but we expect that most users will run the software on mobile phones, tablet computers and comparable consumer electronic devices that are not certified to meet aviation standards. Keep the following in mind.

- Your device might not be designed to operate continuously for extended periods of time, in particular if the display is on.
- Your device can overheat. Batteries can catch fire.
- Battery capacity is limited. Even if your device is connected to power via a USB cable, the display and/or CPU might use more energy than USB can deliver.

1.2 Installation and Setup

1.2.1 Hardware Considerations

Enroute Flight Navigation is designed to run on mobile devices. During flight, it relies on the device's built-in SatNav receiver as a primary source for position information. If no SatNav receiver is available, **Enroute Flight Navigation** can use your aircraft's traffic data receiver as a fallback source.

Note: At the time of writing, Apple iPad devices contain a SatNav receiver only if a cell phone modem is also installed. Unless your aircraft is equipped with a traffic data receiver that broadcasts position information, iPad devices without SatNav receiver cannot be used for flight navigation.

1.2.2 App Installation

Installation on Mobile Devices

Enroute Flight Navigation is available for free on [Google Play](#) and on the [App Store](#).

Installation on Linux Desktop Machines

Enroute Flight Navigation is available for free on [flathub.org](#). Depending on your Linux distribution, you might also find the app in the software management application on your computer.

1.2.3 First Start

After installation, start the app. The app will walk you through the first setup steps. You will be asked to accept the terms and conditions, Depending on the platform, you might need to grant the necessary permissions for the app to run.

Enroute Flight Navigation cannot be used without geographic maps. As the last step, the app will suggest downloading maps that are relevant for your current location. Once the map download has finished, **Enroute Flight Navigation** will process the map data and update the map display after a minute or so.

1.2.4 Set Aircraft Specifics

We recommend that you tell **Enroute Flight Navigation** a little about your aircraft before you fly.

- Open the Menu by touching the menu button in the upper right side of the screen.
- Choose the menu item *Aircraft*. The aircraft page will then open.

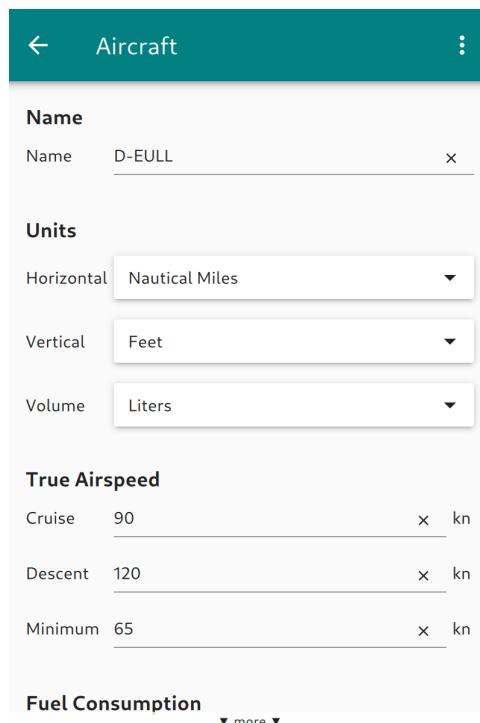


Fig. 1: Aircraft specifics

Enroute Flight Navigation

Please fill in the relevant data. While not every data item is used in the present version of **Enroute Flight Navigation**, we expect that future versions of the app will use all the data that is requested on this page.

Tap or click on the arrow symbol ‘←’ or use the Android ‘Back’ button to leave the map page and return to the main screen.

1.2.5 Done.

You are now ready to go. There are many things that you could set up at this stage, but we recommend that you simply look around and play with the app. Continue with the next section and take it for your first flight.

1.3 Before Your First Flight

If you have followed the steps outlined in *Installation and Setup*, then you are now ready to use **Enroute Flight Navigation**. The user interface is designed to be as intuitive as we could make it. Still, we recommend that you take a minute to make yourself familiar with the moving map display and with the basic controls before you take the app on its first flight. The section *Main Page and Moving Map* covers the moving map in more detail.

1.3.1 The Moving Map

After startup, the app will show a moving map, similar in style to the standard ICAO maps that most pilots know. Use the standard gestures to zoom and pan the map to your liking. The figures *Moving Map Display on the Ground* and *Moving Map Display in Flight* shows how the map will typically look.

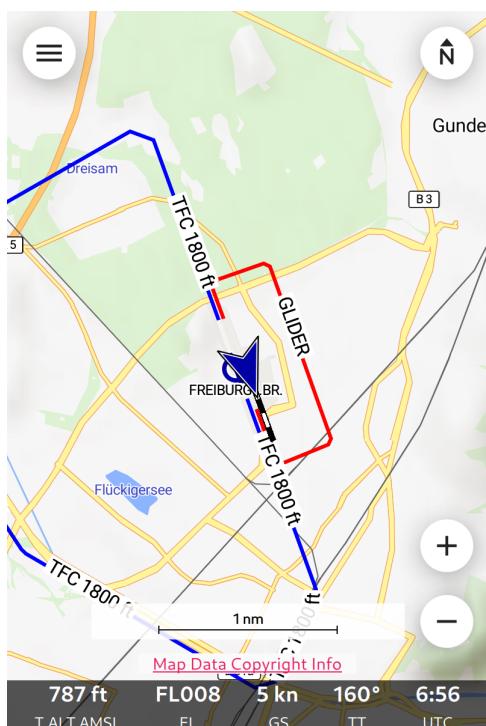


Fig. 2: Moving Map Display on the Ground

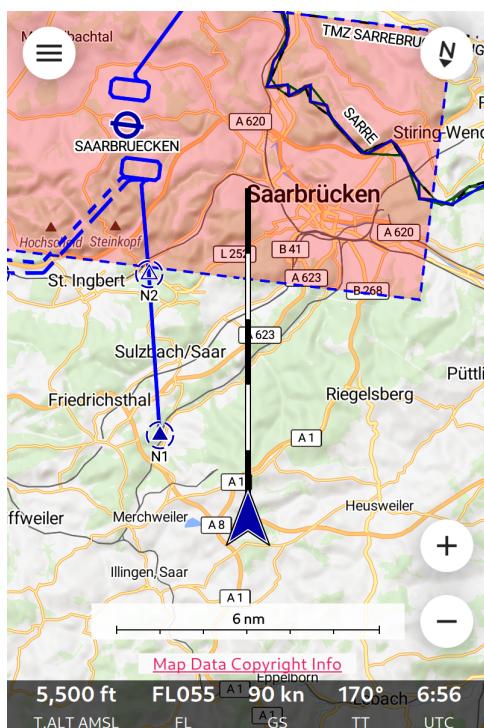


Fig. 3: Moving Map Display in Flight

Initially, your own position is shown as a blue circle (or gray if the system has not yet acquired a valid position). Once you are moving, your own position is shown as a blue arrow shape. The flight path vector shows the projected track for the next five minutes, sized so that each of the black and white segments corresponds to one minute.



Fig. 4: Projected Flight Path for the Next Five Minutes

Note: When you start the app for the first time, you will probably see a bright red aircraft symbol in the lower left corner of the map. This symbol indicates that the app is not connected to the traffic data receiver of your aircraft, so that traffic will not be shown on the moving map.

Once you are familiar with the app, please have a look at the Section *Connect Your Traffic Receiver* of this manual.

1.3.2 The Navigation Bar

The bottom of the display shows a little panel with the following information.

Code	Meaning
T.TALT	True altitude (=geometric altitude) above sea level.
FL	Flight level.
GS	Ground speed.
TT	True track.
UTC	Current time.

The flight level is only available if your device is connected to a traffic receiver (such as a PowerFLARM device) that reports the pressure altitude. Flight level and current time are hidden if the display is not wide enough.

Warning: Vertical airspace boundaries are defined by pressure altitudes (with respect to QNH or standard pressure). Depending on temperature and air density, the pressure altitude will differ from the true altitude that is shown by the app. **Never use true altitude to judge vertical distances to airspaces.**

1.3.3 Interactive Controls

In addition to the pan and pinch gestures, you can use the following buttons to control the app.

Symbol	Function
☰	Open main menu
Ⓐ	Switch between display modes north up and track up .
⦿	Center map about own position.
+	Zoom in
-	Zoom out
✈	Warning when the app is not connected to a traffic data receiver.

1.3.4 Information About Airspaces, Airfields and Other Facilities

Double tap or tap-and-hold anywhere in the map to obtain information about the airspace situation at that point. If you double tap or tap-and-hold on an airfield, navaid or reporting point, detailed information about the facility will be shown. The figure *Information about EDFE airport* shows how this will typically look.

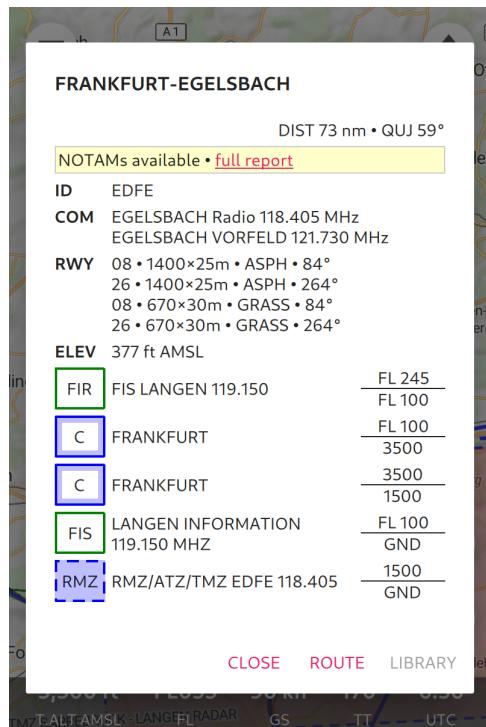


Fig. 5: Information about EDFE airport

1.3.5 Go Flying!

Enroute Flight Navigation is designed to be simple. We think that you are now ready to take the app on its first flight. There are of course many more things that you can do. Play with the app and have a look at the next section sec-steps.

Part I.

Tutorials

2. Basic Use

The following tutorials walk you through the basic functionality of **Enroute Flight Navigation**.

2.1 Connect Your Traffic Receiver

Midair collisions are a major reason for loss of lives in general aviation. Collisions often happen near airfields or in the traffic circuit. In order to enhance security, **Enroute Flight Navigation** can connect to your aircraft's traffic receiver, typically a FLARM device. Once connected, the moving map will show nearby traffic.

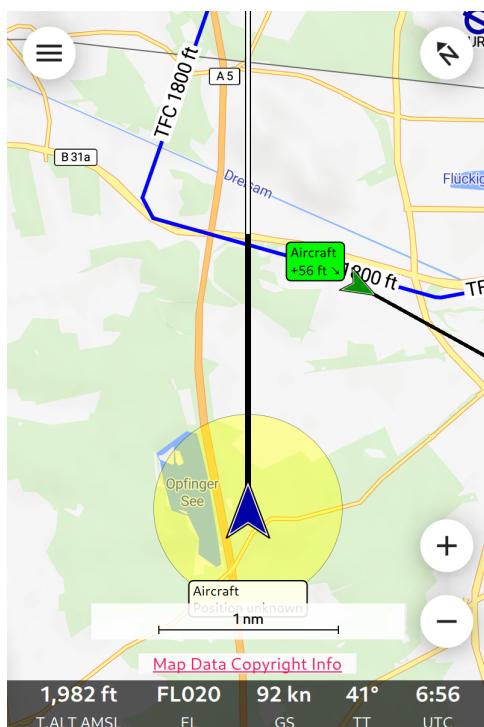


Fig. 1: Approaching EDTF with Traffic

The figure [Approaching EDTF with Traffic](#) shows what to expect. The figure shows two traffic factors.

- There is one aircraft in the downwind section of the traffic circuit. The traffic has approximately the same altitude as the own aircraft and is sinking. The green color indicates “no alarm”.
- There is one aircraft nearby whose precise position is unknown to the traffic receiver; this is often the case with traffic that has only a Mode-S transponder. The traffic is most likely found within the yellow circle. The yellow color indicates that the traffic might be close enough to be dangerous.

The section [Main Page and Moving Map](#) covers the traffic display in detail.

Enroute Flight Navigation

Note: To show only relevant traffic, **Enroute Flight Navigation** will display traffic factors only if the vertical distance is less than 1,500 m and the horizontal distance less than 20 nm.

Warning: **Enroute Flight Navigation** does not issue traffic warnings. The app contains no collision avoidance algorithms. Color coding of traffic according to relevance works best with FLARM devices.

2.1.1 Compatibility

Enroute Flight Navigation should work with all modern, standard-compliant traffic receivers. The author has tested the following receivers.

- AT-1 AIR Traffic by Air Avionics.
- PowerFLARM Core by FLARM Technology Ltd, and AIR Connect Wi-Fi Adaptor by Air Avionics.
- PowerFLARM Fusison by FLARM Technology Ltd.

Users reported success with the following traffic receivers.

- PilotAware Rosetta
- SkyEcho2 – but see the Sections *Known Issues with SkyEcho Devices* and *Known Issues with GDL90*
- pingUSB – but see the Sections *Known Issues with pingUSB Devices* and *Known Issues with GDL90*
- Stratux devices
- TTGO T-Beam devices

Note: Most traffic data receivers can only handle one concurrent connection. If more devices connect, this might lead to frequent loss of connection or loss of data. To be on the safe side, it might be useful to ask your passengers to disable Wi-Fi on their phone before boarding.

Note: For best results, use FLARM compatible devices. If your traffic receiver supports FLARM/NMEA as well as GDL90 output, always use FLARM/NMEA. The GDL90 protocol has a number of shortcomings that **Enroute Flight Navigation** cannot always work around. See the Section *Known Issues with GDL90* for more details.

2.1.2 Connect!

It takes three steps to connect **Enroute Flight Navigation** to the traffic receiver for the first time. Once things are set up properly, your device should automatically detect the traffic receiver's Wi-Fi network, enter the network and connect to the traffic data stream whenever you go flying.

Step 0: Before You Connect

Before you try to connect this app to your traffic receiver, make sure that the following conditions are met.

- Your traffic receiver has an integrated Wi-Fi interface that acts as a wireless access point. Bluetooth is currently not supported.
- You know the network name (=SSID) of the Wi-Fi network deployed by your traffic receiver. If the network is encrypted, you also need to know the Wi-Fi password.
- Some devices require an additional password in order to access traffic data. If this is the case, you will need to know this password.

Step 1: Enter the Traffic Receiver's Wi-Fi Network

- Make sure that the traffic receiver has power and is switched on. In a typical aircraft installation, the traffic receiver is connected to the 'Avionics' switch and will automatically switch on. You may need to wait a minute before the Wi-Fi comes online and is visible to your device.
- Enter the Wi-Fi network deployed by your traffic receiver. This is usually done in the "Wi-Fi Settings" of your device. Enter the Wi-Fi password if required. Some devices will issue a warning that the Wi-Fi is not connected to the internet. In this case, you might need to confirm that you wish to enter the Wi-Fi network.

Most operating systems will offer to remember the connection, so that your device will automatically connect to this Wi-Fi in the future. We recommend using this option.

Step 2: Connect to the Traffic Data Stream

Open the main menu and navigate to the "Information" menu.

- If the entry "Traffic Receiver" is highlighted in green, then **Enroute Flight Navigation** has already found the traffic receiver in the network and has connected to it. Congratulations, you are done!
- If the entry "Traffic Receiver" is not highlighted in green, then select the entry. The "Traffic Receiver Status" page will open. The page explains the connection status in detail, and explains how to establish a connection manually.

Troubleshooting

The app cannot connect to the traffic data stream.

- Check that your device is connected to the Wi-Fi network deployed by your traffic receiver.

The connection breaks down after a few seconds.

Most traffic receivers cannot serve more than one client and abort connections at random if more than one device tries to access.

- Make sure that there no second device connected to the traffic receiver's Wi-Fi network. The other device might well be in your friend's pocket!
- Make sure that there is no other app trying to connect to the traffic receiver's data stream.
- Many traffic receivers offer "configuration panels" that can be accessed via a web browser. Close all web browsers.

2.1.3 Flarmnet Data

Enroute Flight Navigation is able to use the database from Flarmnet.org to identify aircraft and to show the aircraft registration in the moving map display. The process does not require user interaction: once the app connects to a FLARM device and receives traffic information, the Flarmnet database will automatically be downloaded and updated with every map update. If desired, the database can also be downloaded manually on the page "Maps and Data" (open the main menu and go to "Library/Maps and Data").

2.2 Connect the SafeSky App

[SafeSky](#) is an anti-collision app and a real-time flight information service for all pilots flying any type of aircraft. The commercial premium version of SafeSky integrates with **Enroute Flight Navigation**. Once set up, the moving map of **Enroute Flight Navigation** will show nearby traffic, similar to the map display when connected to a traffic receiver.



Fig. 2: SafeSky integration at work

Note: To show only relevant traffic, **Enroute Flight Navigation** will display traffic factors only if the vertical distance is less than 1,500 m and the horizontal distance less than 20 nm. The moving map of **Enroute Flight Navigation** will therefore show substantially less traffic than the SafeSky app.

Warning: **Enroute Flight Navigation** does not issue traffic warnings. The app contains no collision avoidance algorithms.

2.2.1 Connect!

The following steps configure SafeSky to forward traffic information to **Enroute Flight Navigation**. In **Enroute Flight Navigation**, no configuration is required.

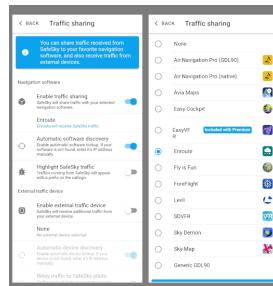


Fig. 3: SafeSky configuration screens

Step 0: Before You Connect

Traffic sharing is a premium feature of SafeSky. Before you connect, make sure to have a valid premium subscription.

Step 1: Enable Traffic Sharing

In the main menu of Safe Sky, choose the box “Traffic Sharing”. The page “Traffic Sharing” will open.

- Choose the option “Enable traffic sharing”
- Touch the field below “Enable traffic sharing” to open the list of supported navigation apps. Choose “Enroute” from the list and touch the button “back” to close the list.
- Touch the button “back” to close page “Traffic sharing”. Leave the main menu and return to the SafeSky main page.

That’s it. As soon as you choose “TAKE OFF” in SafeSky to start a flight, SafeSky will start a background process that shares traffic data with Enroute Flight Navigation.

To check the SafeSky integration, choose “TAKE OFF” in SafeSky. Then, go to **Enroute Flight Navigation**, open the main menu in **Enroute Flight Navigation** and navigate to the “Information” menu.

- If the entry “Traffic Receiver” is highlighted in green, then **Enroute Flight Navigation** has connected to the SafeSky app. Congratulations, you are done!
- If the entry “Traffic Receiver” is not highlighted in green, then select the entry. The “Traffic Receiver Status” page will open. The page explains the connection status in detail, and explains how to establish a connection manually.

2.3 Find Nearby Waypoints

If the weather turns bad, **Enroute Flight Navigation** can help you find the best place to land. Open the main menu and choose the item “Nearby waypoints”. You will be presented with a list of the closest aerodromes, together with distances and directions. Click on any item to open a dialog with detailed information, including lists of runways and communications frequencies. The dialog has a button “Direct” the replaces the current route with a route that brings you directly to the aerodrome.



Fig. 4: List of Airfields Close to the Current Position

Apart from aerodromes, there are additional tabs that list nearby navaids and reporting points.

2.4 Check Weather

Enroute Flight Navigation can show METAR reports and TAF forecasts from nearby airfields along your route. The data is updated frequently, provided that an internet connection is available. To check weather, open the main menu and choose the item “Weather”. The weather information comes from the “Aviation Weather Center”, a website of the US government. When you open the page for the first time, **Enroute Flight Navigation** asks for your permission to access that site.

Warning: The weather information shown by **Enroute Flight Navigation** might be outdated or otherwise wrong. Assessment of meteorological flight conditions has to be done via an officially approved source of flight weather.

As soon as weather information has been downloaded, the page will look like this.

The page body displays a list of stations that are within 85nm around your current position or your intended flight route. As you can see in the picture, the following information is shown.

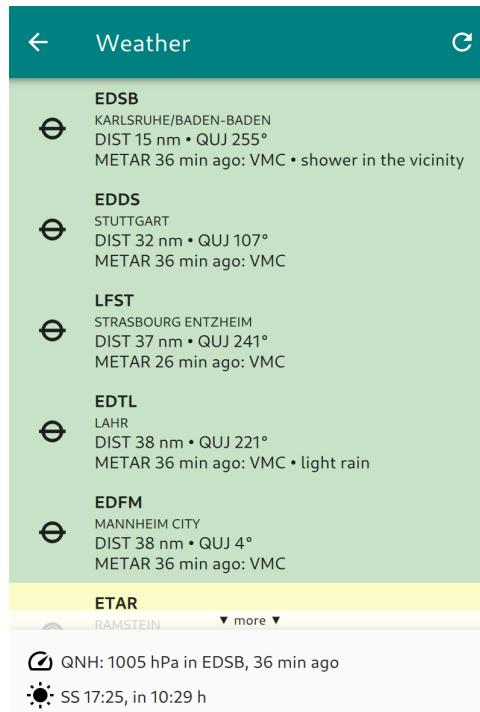


Fig. 5: Weather Information

- ICAO identifier for Station and Airport name
- Distance and QUIL
- METAR summary

The entries are classified and colored according to the “aviation flight categories” typically used in the United States. The coding scheme is explained in the table below. Note that this color coding might be different from the scheme typically used in your country. Green color does certainly **not** imply that it is advisable (or legal) to fly.

Category	Color	Ceiling	Visibility
low IFR	Red	<500 feet AGL	or <1 mile
IFR	Red	500 – 1,000 feet AGL	or 1 – 3 miles
marginal VFR	Yellow	1,000 – 3,000 feet AGL	or 3 – 5 miles
VFR	Green	>3,000 feet AGL	and > 5 miles
no data	White	–	–

Touch any item in the list to open dialog window with more details. The dialog window will look like this.

As you can see in the picture, the weather dialog shows the following information.

1. Station data including bearing and distance
2. METAR text (if available)
3. Decoded and translated METAR text
4. TAF text (if available)

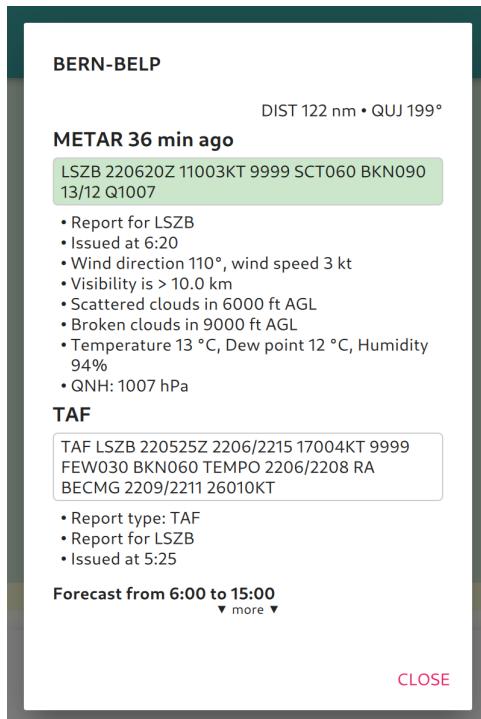


Fig. 6: Detailed Weather Dialog

5. Decoded and translated TAF text

Depending on screen size, you might have to scroll down in order to read the full weather forecast.

2.4.1 Page Footer

The footer of the page shows the following data.

- QNH of the closest airfield, as well as location and time of the report
- Time of next sunset or sunrise at current location
- Remaining time until sunset

2.4.2 Refresh Button

The refresh button in the title bar at the top right of the page allows checking for updates of METAR and TAF data. **Enroute Flight Navigation** checks for updates at regular intervals, so that there is no need to trigger an update manually. The refresh button might however be useful to force an update in setting where the device had no internet connection for a while.

2.5 Plan a Flight

2.5.1 What to Expect

Enroute Flight Navigation offers essential flight planning functionality: you can display the route on the moving map and compute travel time and fuel consumption estimates. The following image shows the Flight Route Window in a typical situation.

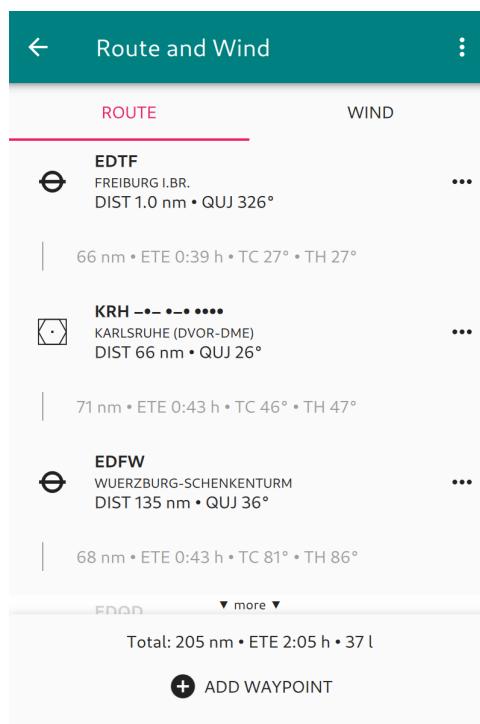


Fig. 7: Flight Route Window, Route Set

As soon as you are flying and following the route, the moving map will show additional items that help you navigate.

- The moving map shows the intended flight as a magenta line.
- The map shows the path from the current position to the next waypoint as a thin red line.
- An info box shows distance, ETE, and ETA for the flight to the next and the final waypoint.

The following image shows a typical situation.

Note: **Enroute Flight Navigation** shows the info box only when airborne, closer than three nautical miles to the intended route and further than three nautical miles from your destination.

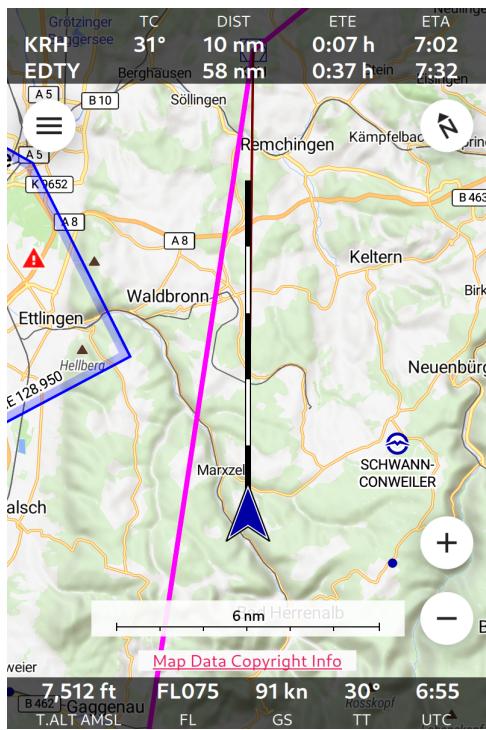


Fig. 8: Moving Map When Following a Flight Route

2.5.2 Set Up a Route

This chapter will take you through the necessary steps to set up a route.

Step 1: Set Aircraft Characteristics

To compute travel time, **Enroute Flight Navigation** needs to know the cruise speed of your aircraft. If you have followed this manual, you have entered this piece of data after you downloaded the aviation map. If not, then please check the Section *Set Aircraft Specifics* again.

Step 2: Specify Wind

Enroute Flight Navigation also needs to know about the wind. If you are not on the page “Route and Wind,” open the main menu and choose the item “Route and Wind.” Select the tab “Wind” and enter an estimate for wind direction and speed that you expect to encounter during your flight.

Step 3: Specify Waypoints

Enroute Flight Navigation needs to know where you want to go. There are several ways to specify the waypoints in your route.

- Enter waypoints by name
- Select waypoints in the moving map
- Load a route from the route library

- Import a GPX file from another program

Most users will enter the waypoints manually. Still, we explain all four methods in some detail.

Option 1: Enter Waypoints by Name

If you are not on the “Route and Wind” page, open the main menu and choose the item “Route and Wind.” On the page, select the “Route” tab. The page will initially look like this:

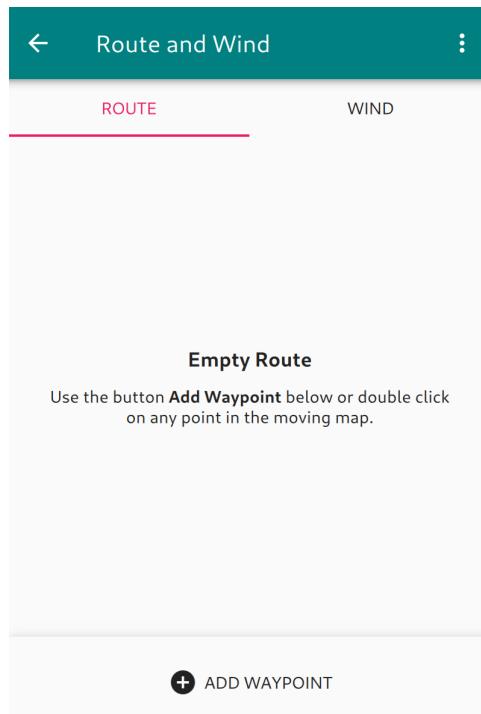


Fig. 9: Flight Route Window, No Route Set

A tap on the field “Add Waypoint” at the bottom of the page will open a dialog window showing a long list with all waypoints from all aviation maps you have installed. Enter a few letters of the waypoint name (“Freiburg”) or ICAO code (“EDTF”) to narrow the list down. Once the desired waypoint becomes visible, a click will add it to the route.

Click on the field “Add Waypoint” again to enter more waypoints.

Option 2: Select Waypoints in the Moving Map

It is possible to add waypoints directly from the moving map.

- Double-tap or tap-and-hold on any point of the moving map. The waypoint description dialog will open.
- Tap on the “Route” button to add the waypoint to the current route. A menu will open.

The waypoint can be added in several ways.

- Tap on “Direct to” to discard the current route and to add the current position and the given waypoint to your path.

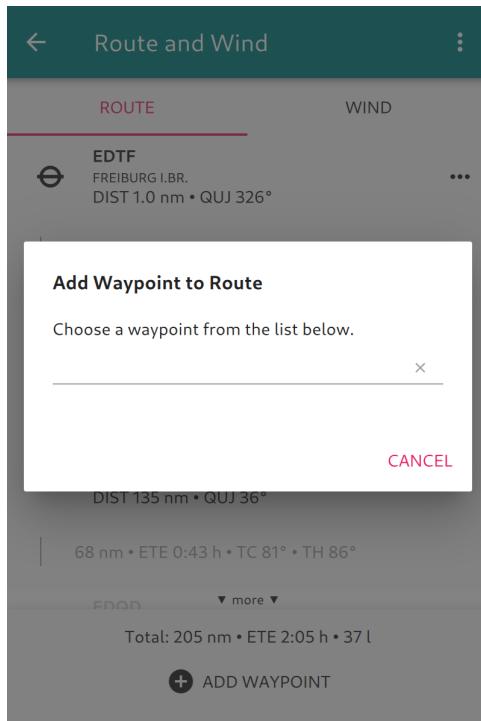


Fig. 10: Enter Waypoints by Name

- Tap on “Append” to append the waypoint to your route. The waypoint becomes the last point of your route.
- Tap on “Insert” to insert the waypoint into your route. Depending on the geographical position, the waypoint becomes the first point of your route, the last point of your route, or it will be inserted into the middle of the route. This function is particularly useful to add a detour while in flight (for instance, to avoid an active parachute jumping exercise area).
- If the waypoint is already present in your route, you can tap on “Remove” to remove the waypoint from the route.

Option 3: Load a Route From the Library

Section [Save route for future use](#) will show how to save a route to the library for future use. If you have already saved a route to the library, go to the open the main menu and choose the item “Library/Routes.” The route library page will open. Choose a route by tapping on the respective item in the list.

Option 4: Import a GPX File From Another Program

To prepare your flight, you might want to use full-featured flight preparation software or online services, such as [FL95](#). Most (if not all) programs allow exporting the route in GPX format. Transfer the GPX file to your device (using Bluetooth file transfer, Google Drive, sending yourself an e-mail, or any other communication channel) and open the file on your device. The Section [Import Data](#) explains the process in detail.

Step 4: Edit the Route if Necessary

It might be necessary to edit the route. If you are not on the “Route and Wind” page, open the main menu and choose the item “Route and Wind.” On the page, select the “Route” tab.

Global Functions

The three-dot-menu in the upper right corner of the screen allows reversing the route or deleting it entirely.

Waypoint-Specific Functions

The three-dot-menu to the right of each waypoint allows one to delete a specific waypoint or move it up and down in the list. You can edit waypoints that do not refer to pre-set airfields, navaids, or reporting points. Tap on the pencil symbol to open a dialog that allows you to set a name and edit the coordinates.

2.5.3 Save Route for Future Use

Once you are happy with the route, you might want to save it for future use. If you are not on the “Route and Wind” page, open the main menu and choose the item “Route and Wind.” On the page, select the “Route” tab. The three-dot-menu in the upper right corner of the screen allows saving the route to the library.

2.6 Manage a Waypoint Library

2.6.1 What to Expect

Enroute Flight Navigation allows you to build a small library of waypoints that can be used in flight routes and shared with others. For the typical user, the library might contain a list of touristic landmarks (“Hohenzollern Castle”), or perhaps a list of emergency landing fields. The waypoints from the library are shown in the moving map.

Note: The waypoint library has been designed with small libraries in mind. If you import files containing thousands of waypoints, you might find that the moving map of **Enroute Flight Navigation** slows down considerably.

2.6.2 Add Waypoints to the Library

There are two ways to add waypoints to the library.

- Select points from the moving map
- Import waypoint files

Option 1: Select Points from the Moving Map

To add a waypoint from the moving map, tap-and-hold onto the moving map, so that the waypoint description dialog opens. In that dialog, click on “Library/Add...” Before saving, it is possible to assign a name and to edit the coordinates of the waypoint.

Note: To avoid data duplication, it is not possible to add airfields, navaids or reporting points to the waypoint library. If you tap-and-hold onto an airfield, you will find that the Item “Library” is disabled in the waypoint description dialog.

Option 2: Import Waypoint Files

Enroute Flight Navigation is able to import waypoints from files in CUP, GeoJSON or GPX format. Transfer the file to your device (using Bluetooth file transfer, Google Drive, sending yourself an e-mail, or any other communication channel) and open the file on your device. The Section *Import Data* explains the process in detail.

Our friends at [streckenflug.at](#) maintain a database of landout fields that can be downloaded [here](#).

2.6.3 View the waypoint library

To open the waypoint library, go to the main menu and choose the item “Library/Waypoints.”

2.7 Connect Your Flight Simulator

Enroute Flight Navigation can connect to flight simulator software. When setup correctly, position and traffic information is sent from the flight simulator via Wi-Fi to the device that runs **Enroute Flight Navigation**.

The author has tested **Enroute Flight Navigation** with the following flight simulator programs.

- *FlightGear*
- *X-Plane 11* for desktop computers

Users have reported success with the following programs.

- *Aerofly FS*, Version 2 and 4 for desktop computers
- *MS Flight Simulator*
- X-Plane, Versions 10, 11 and 12 for desktop computers

Please contact us if you are aware of other programs that also work.

Note: Enroute Flight Navigation treats flight simulators as traffic receivers. To see the connection status, open the main menu and navigate to the “Information” menu.

2.7.1 Before You Connect

This manual assumes a typical home setup, where both the computer that runs the flight simulator and the device that runs **Enroute Flight Navigation** are connected to a Wi-Fi network deployed by a home router. Make sure that the following conditions are met.

- Open the “Settings” page in the main menu and tap on the entry “Primary position data source” and select the “Traffic data receiver” as the main source. **As long as the built-in satnav receiver is selected, all position information provided by your flight simulator is ignored.**
- The computer that runs the flight simulator and the device that runs **Enroute Flight Navigation** are connected to the same Wi-Fi network. Some routers deploy two networks, often called “main network” and a “guest network”.
- Make sure that the router allows data transfer between the devices in the Wi-Fi network. Some routers have “security settings” that disallow data transfer between the devices in the “guest network”

2.7.2 Set Up Your Flight Simulator

Your flight simulation software needs to broadcast position and traffic information over the Wi-Fi network. Once this is done, there is no further setup required. As soon as the flight simulator starts to broadcast information over the Wi-Fi network, the moving map of **Enroute Flight Navigation** will adjust accordingly. To end the connection to the flight simulator, simply leave the flight simulator’s Wi-Fi network.

Aerofly FS

Aerofly works well with **Enroute Flight Navigation** if the program is set to broadcast flight information via the network. Open the menu “Miscellaneous settings”, activate the option “Broadcast flight info to IP address” and enter the correct „Broadcast IP address“. The figure *Aerofly Miscellaneous settings* and shows the settings that work for one of our users.

FlightGear

FlightGear works well, even though position information is only broadcast when the simulated aircraft is moving. The following two parameters in the text field of the settings dialog need to be set:

```
--generic=socket,out,1,255.255.255.255,49002,udp,foreflight-xgps
--httpd=8080
```

The figure *FlightGear Settings* shows settings window.

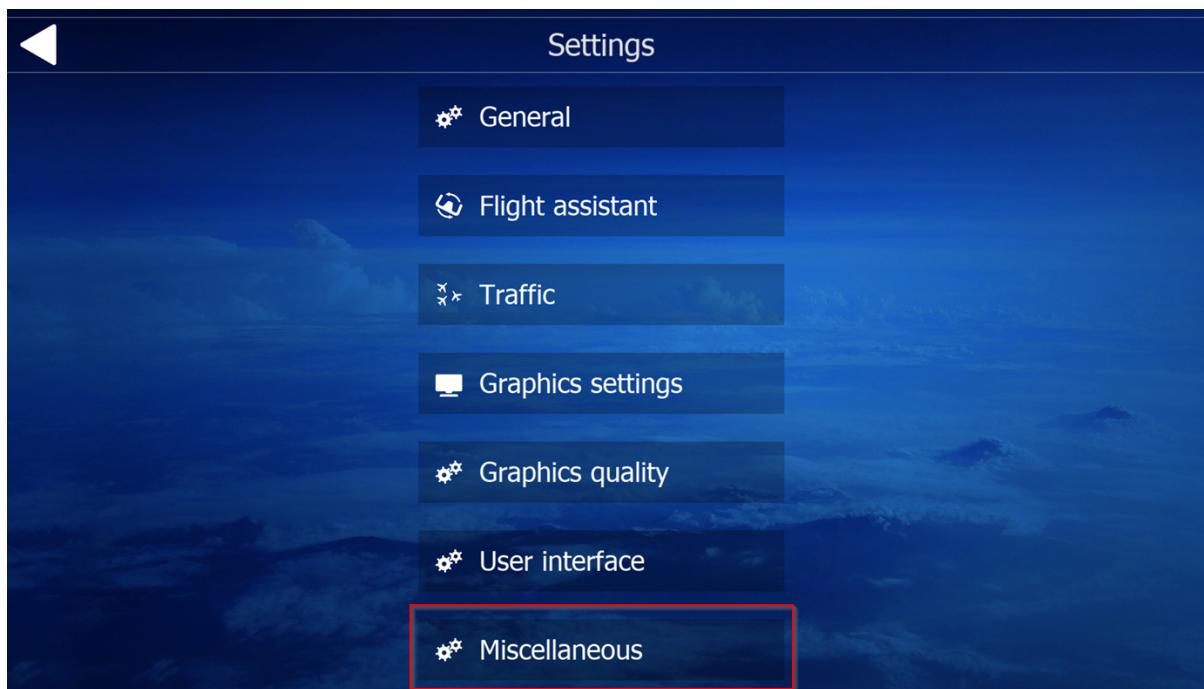


Fig. 11: Aerofly settings

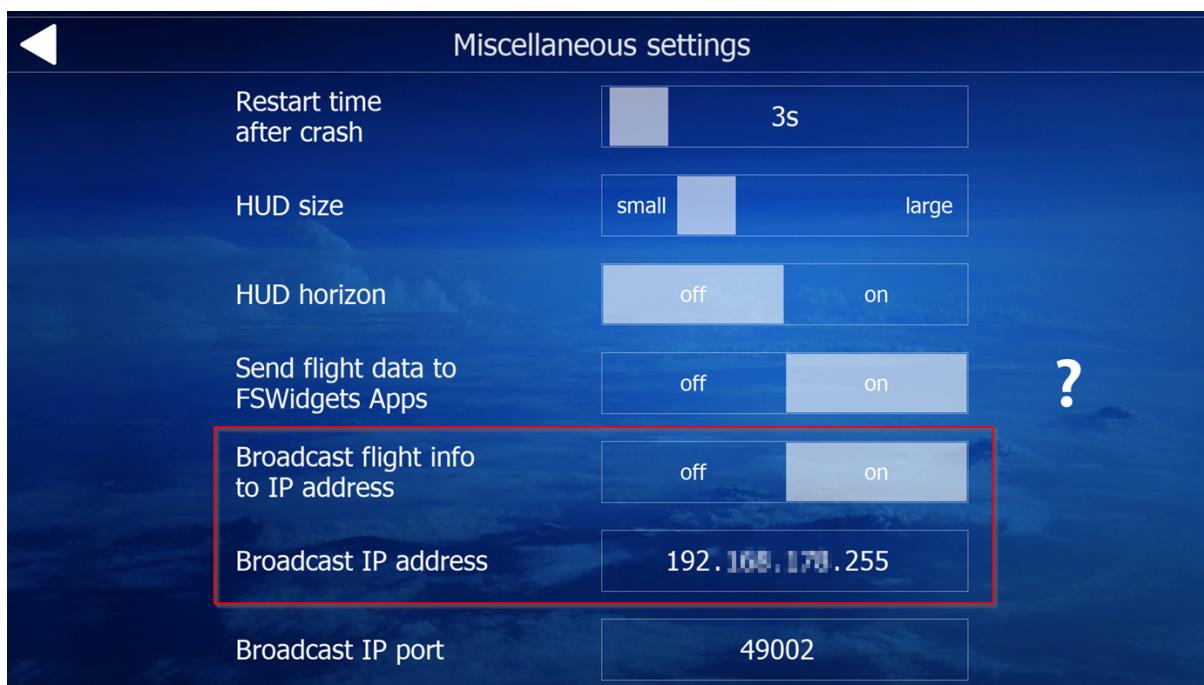


Fig. 12: Aerofly Miscellaneous settings

Additional Settings

Enter additional command-line arguments if any are required. See [here](#) for documentation on possible arguments. **Warning:** values entered here always override other settings; [click here](#) to view the final set of arguments that will be used

```
--generic=socket,out,1,255.255.255.255,49002,udp,foreflight-xgps
--httpd=8080
```

Fig. 13: FlightGear Settings

MS Flight Simulator

In order to communicate with other programs, the MS Flight Simulator requires additional software. Users reported that **Enroute Flight Navigation** works well with the following EFB-connector programs.

- [fs2ff](#) (free, open source)
- [XMapsy Essential](#) (commercial, inexpensive, does not provide barometric altitude data).
- [XMapsy V3](#) (commercial, more expensive, provides barometric altitude data).

The web site of the commercial EFB program ForeFlight lists additional EFB-connector programs that might also work.

Note: In MSFS2020 cold and dark mode, traffic in the air will not be shown. You have to power on the avionics!

Note: At the time of writing (04Aug21), the MS Flight Simulator reports only traffic that has a tail number. This is likely due to a bug in the MS Flight Simulator software.

fs2ff

The program [fs2ff](#) does not require any complicated installation or setup, just download and run. The latest release of fs2ff can be downloaded [here](#). Detailed instructions are found [here](#). The figure *fs2ff Settings* shows extremely simple settings window.

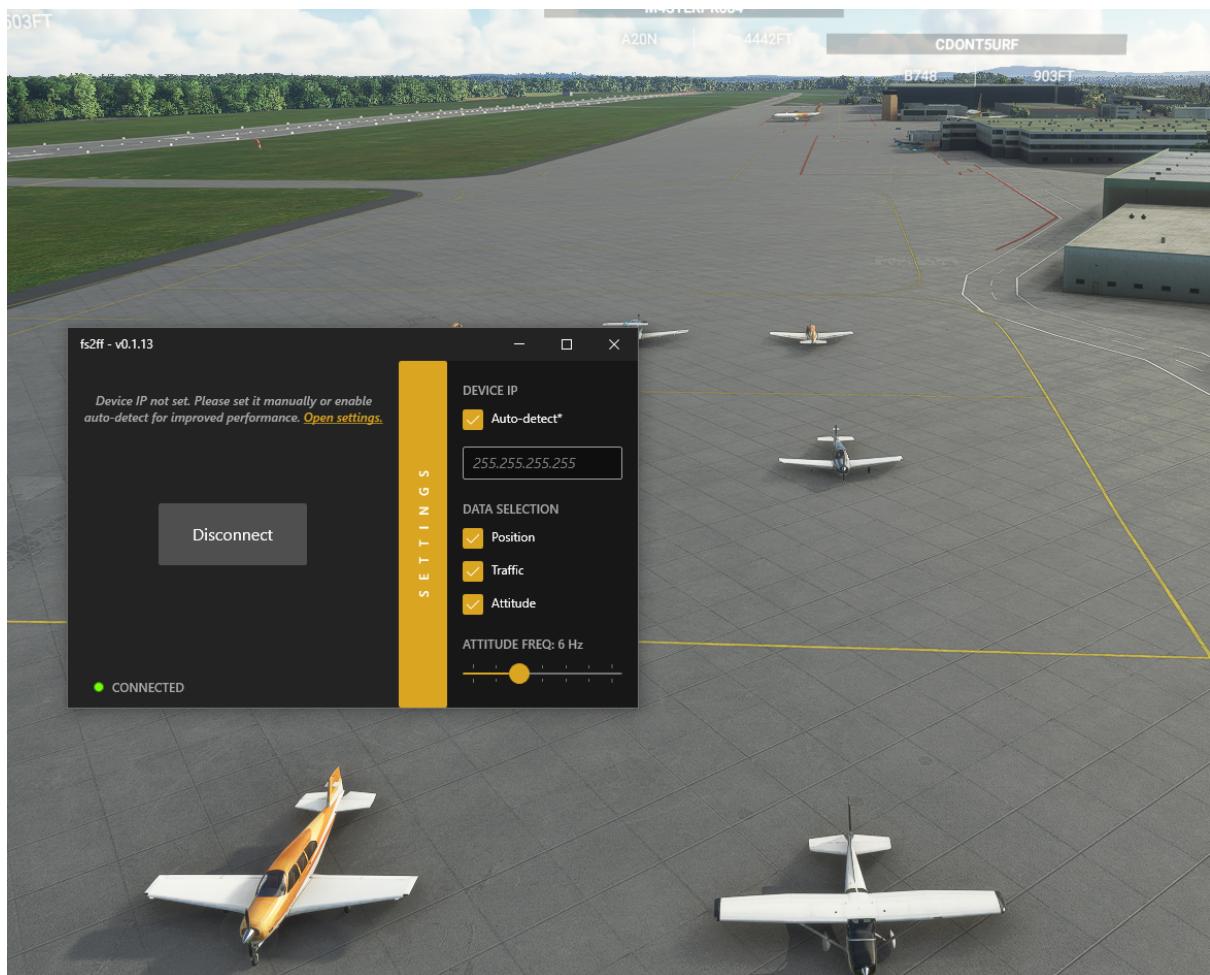


Fig. 14: fs2ff Settings

XMapsy Essential

If you use XMapsy Essential, you need not to set up anything. Just start XMapsy Essential and start MSFS2020. The broadcast address will be setup automatically. The figure *XMapsy Essential Settings* shows the settings.

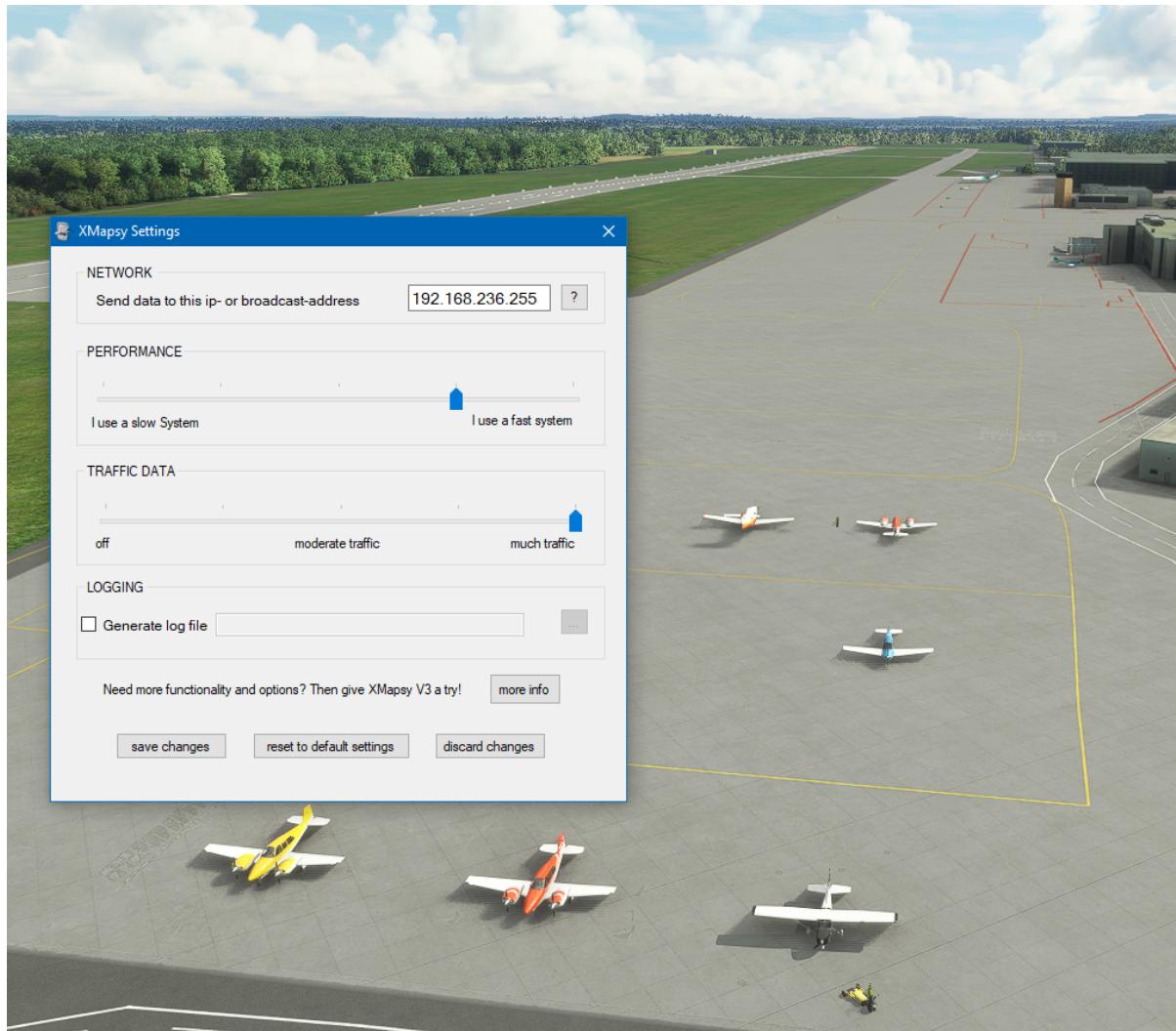


Fig. 15: XMapsy Essential Settings

XMapsy V3

If you use XMapsy V3, set the “Message-Format” to “ADS-B/GDL90” and the “Preferred Technology” to “SIMCONNECT”. To receive the correct altitude, be sure to check the box “GDL90 ownship geometric altitudes based on MSL”. The figure *XMapsy V3 Settings* shows verified XMapsy V3 settings for proper work with MSFS2020. The Broadcast address will be determined by XMapsy and should not be touched except you have extended network configuration experience.

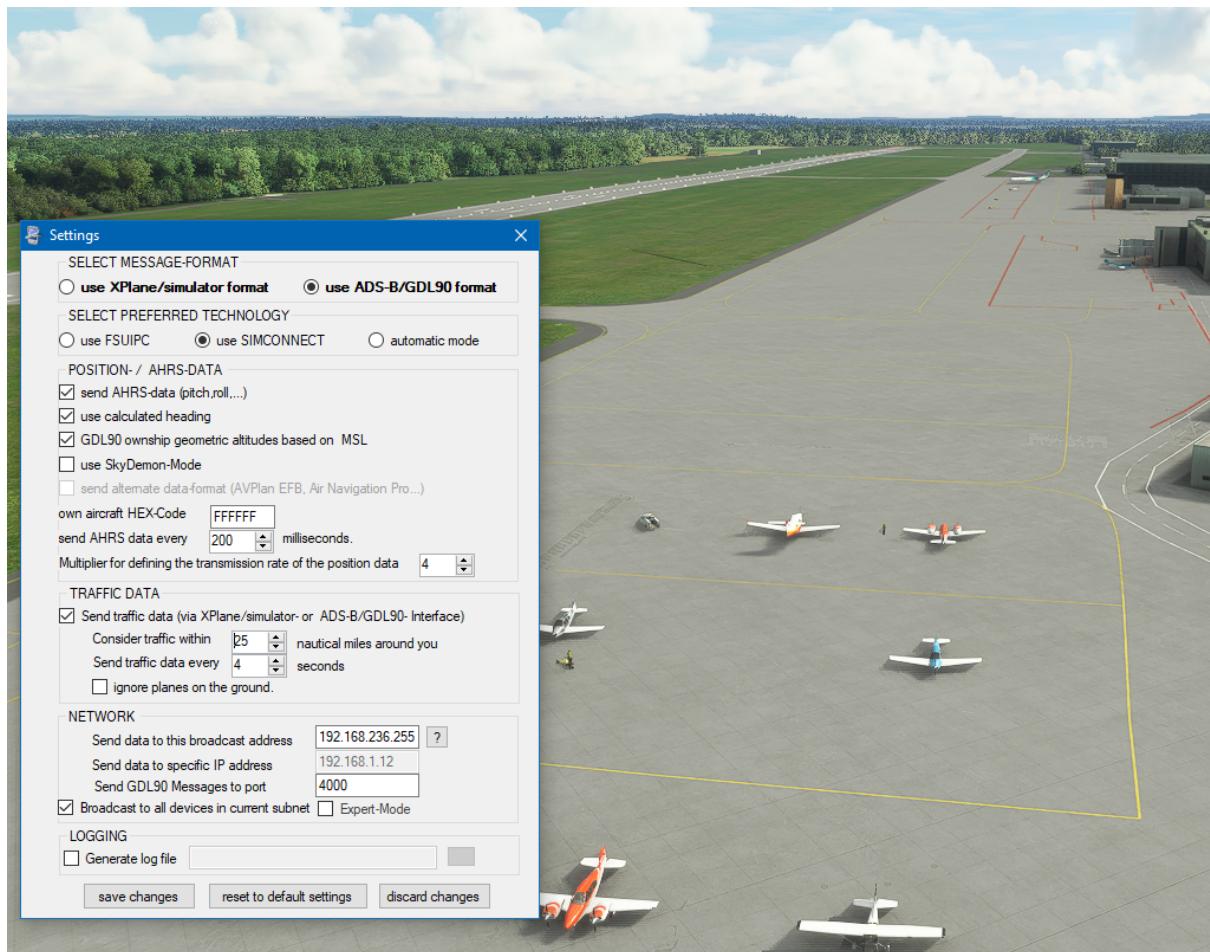
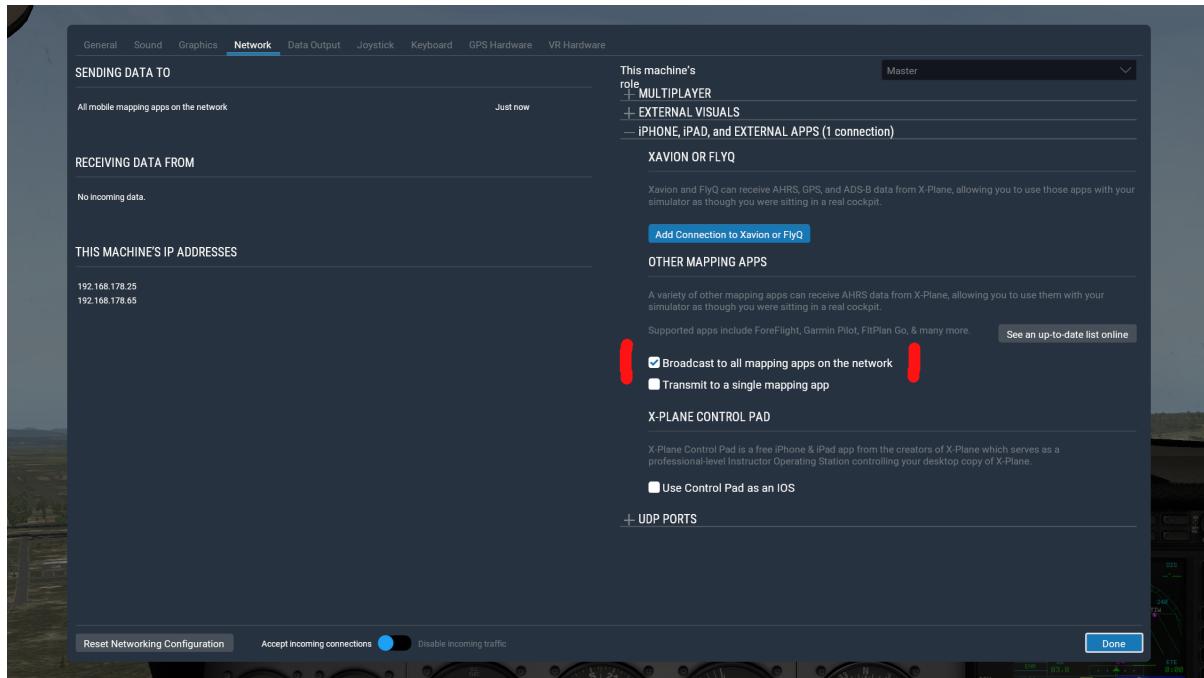


Fig. 16: XMapsy V3 Settings

X-Plane 11

Open the “Settings” window and choose the “Network” tab. Locate the settings group “This machine’s role” on the right-hand side of the tab. Open the section “iPhone, iPad, and external apps” and select the item “Broadcast to all mapping apps on the network” under the headline “other mapping apps”.



Other Programs

The flight simulator needs to be set up to send UDP datagrams in one of the standard formats “GDL90” or “XGPS” to ports 4000 or 49002. Given the choice, GDL90 is generally the preferred format.

2.7.3 Troubleshooting

Enroute Flight Navigation treats flight simulators as traffic receivers. To see the connection status, open the main menu and navigate to the “Information” menu. If the entry “Traffic Receiver” is highlighted in green, then **Enroute Flight Navigation** has already found the program in the network and has connected to it. If not, then select the entry. The “Traffic Receiver Status” page will open, which explains the connection status in more detail.

2.8 Report Issues or Make a Suggestion

We aim to provide high-quality software. Fixing errors is therefore always our first priority. We are grateful for every report that we get, and we would also like to hear your suggestions for improvement.

To make sure that your report reaches the correct person, please proceed as follows.

- Open the main menu and go to “Bug report”.
- The page “Bug report” will open.
- Choose the part of our software that you would like to report.

Enroute Flight Navigation

- At the end, you will be presented with contact information and a short explanation how the error is best reported.

Note: Please keep in mind that **Enroute Flight Navigation** is developed by a very small team of programmers in their spare time. While we try to answer every request, we often receive more mail than we can handle. Please be patient!

2.9 Make a Donation

Enroute Flight Navigation is a non-commercial project of Akaflieg Freiburg, supported by the University of Freiburg. Flight enthusiasts have written the app in their spare time as a service to the community. The developers do not take donations.

If you appreciate the app, please consider donating to Akaflieg Freiburg, a tax-privileged, not-for-profit flight club of public utility in Freiburg, Germany. The club will use your donation to promote aviation as a recreational sport; this includes funding the further development of **Enroute Flight Navigation** and its infrastructure. Donations to Akaflieg Freiburg are tax-deductible in Germany. Contact info@akaflieg-freiburg.de for a tax statement.

2.9.1 PayPal

Donate with PayPal: click [here](#) or scan the QR code below.



2.9.2 Bank Address

IBAN:	DE35 6809 0000 0027 6409 07
BIC:	GENODE61FR1
Bank:	Volksbank Freiburg
Message:	Enroute Flight Navigation

3. Advanced Use

The following tutorials walk you through more advanced functionality of **Enroute Flight Navigation**.

3.1 Import Custom Vector Maps

Enroute Flight Navigation comes with a set of general-purpose base maps in vector format, which have been carefully optimized for memory consumption and display speed. Still, there might be situations where a user might prefer different maps: If you fly a rescue helicopter, you might prefer high-detail vector maps for your particular region.

Enroute Flight Navigation is able to import MBTILES files containing vector data. Vector data must follow the standard [OpenMapTiles](#) schema. Vector maps are rendered in the same style that **Enroute Flight Navigation** uses for its own maps. It is possible to install vector maps along with the maps provided by **Enroute Flight Navigation**.

3.1.1 Import Maps

Transfer the MBTILES file to your device and open the file on your device. The Section [Import Data](#) explains the process in detail.

To view and manage your maps, open the main menu and go to “Library/Maps and Data”.

3.1.2 MBTILES Map Data Sources

The website [maptiler data](#) provides excellent vector maps that can be installed alongside the base maps provided by **Enroute Flight Navigation**, in order to provide high-detail maps for specific regions of interest.

Please let us know if you know of other map data sources!

3.2 Import Custom Raster Maps

Enroute Flight Navigation comes with a set of general-purpose base maps in vector format, which are shown together with the aviation data in a style that we consider suitable for most aviation purposes. Still, there might be situations where a user would like to use their own base maps.

- Where available, some users might prefer to use official ICAO charts of their countries.
- Some users might prefer raster maps that follow a different style.

Enroute Flight Navigation is able to import MBTILES file containing raster data.

Note: In order to avoid confusion, we decided against mixing raster- and vector maps. As soon as a single raster map is installed, the moving map of **Enroute Flight Navigation** will **only** display that raster map. In particular, the moving map will no longer display the aviation data layer. Even though they become invisible, we still recommend installing our regular maps, because **Enroute Flight Navigation** needs the data to provide airspace and waypoint information.

3.2.1 Import Maps

Transfer the MBTILES file to your device and open the file on your device. The Section *Import Data* explains the process in detail.

To view and manage your maps, open the main menu and go to “Library/Maps and Data”.

3.2.2 MBTILES Map Data Sources

The website [open flightmaps](#) provides excellent aviation maps in raster format for a variety of European countries, as well as South Africa and Namibia.

Raster Maps in GeoTIFF Format

We are aware of websites that offer raster maps in GeoTIFF format. At present, **Enroute Flight Navigation** cannot handle GeoTIFF files, but there are tools that convert GeoTIFF to MBTILES.

- Official ICAO maps for Denmark are available from the danish [AIM Naviair](#)
- Official ICAO maps for Spain are available from the Spanish [Insignia Servicio de Información Aeronáutica](#)
- Official ICAO maps for Switzerland are available from the Swiss [Federal Office of Topography swisstopo](#)
- Official VFR raster charts are available from the [United States Federal Aviation Administration](#)

Users have successfully used the free tool [QGIS](#) to convert GeoTIFF files to MBTILES, which can then be used with **Enroute Flight Navigation**.

Since QGIS is a powerful tool that is not always easy to use, one user has kindly provided the following short tutorial.

- Install QGIS on your desktop computer. On Fedora Linux, we found that the packages provided by the default software repository were outdated and lacked the necessary functionality. We followed the installations instructions on the [QGIS website](#) to install a current and full-featured version of the program.
- Open QGIS. Create a new project and open the GeoTIFF file in QGIS by dragging-and-dropping the GeoTIFF file into the QGIS window. The content of the GeoTIFF file should become visible.
- Choose the menu item “Project/Properties...” to open the dialog window “Project Properties”. There, set the coordinate reference system to EPSG:3857. To locate the reference system, use the text field “Filter” and search for EPSG:3857.

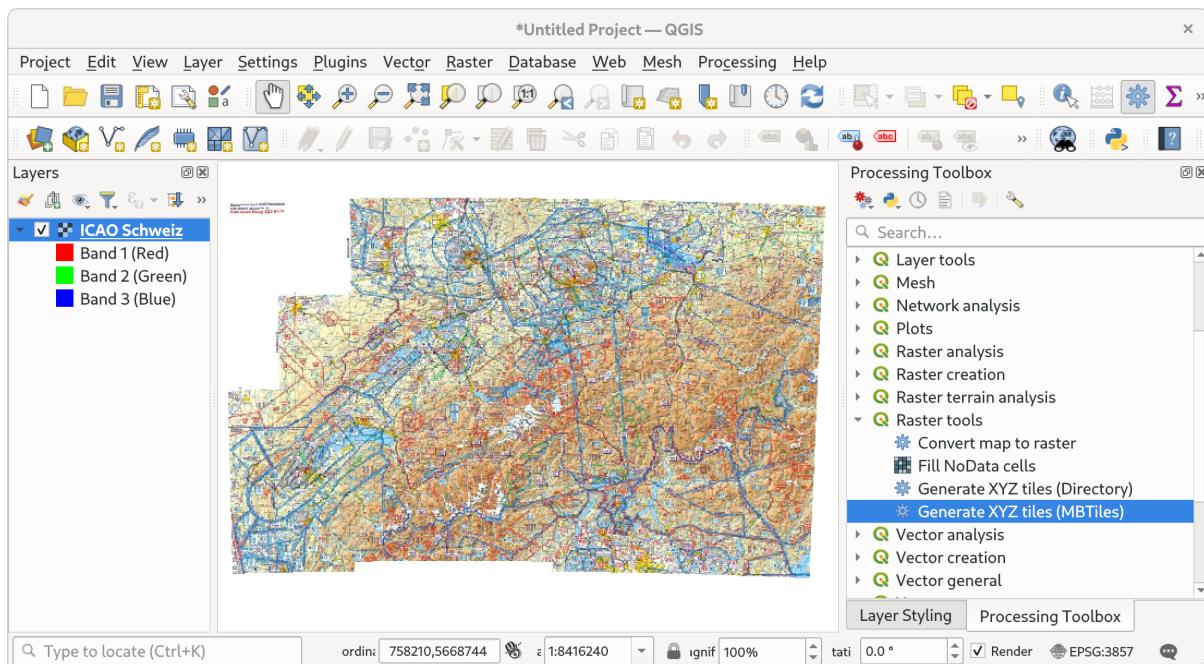


Fig. 1: QGIS Main Window

- Use the menu items under “View/Panels/...” to ensure that the panels “Layer” and “Layer Styling” are visible. Select the layer of your GeoTIFF file and in the “Layer” panel. Then, go to the “Layer Styling” panel and set “Resampling” to “Bilinear” for better image render quality.
- Use the menu items under “View/Panels/...” to ensure that the panel “Processing Toolbox” is visible. Inside the “Processing Toolbox”, double-click on “Raster Tools→Generate XYZ Tiles (MBTILES)”. The dialog “Generate XYZ Tiles (MBTILES)” will open. Fill the necessary parameters, as seen in the image below. We found the function “Draw on Map Canvas” useful to specify the map extent. Pay attention to the maximum zoom level, as the time and file size increase significantly after zoom level 12. Depending on the size of your GeoTIFF and on the number of zoom levels you use, it may take a while to generate the MBTILES file.

3.3 Import Airspace Data

Enroute Flight Navigation comes with a set of aviation maps that cover large parts of the world and are updated frequently. In addition, users can import airspace data in standard [OpenAir](#) format. Aviation clubs and airfield operators use this feature to distribute OpenAir files to their members to highlight noise-sensitive areas or airspaces available by local agreement.

Airspaces defined in imported data will be shown in addition to the standard aviation maps included with **Enroute Flight Navigation**.

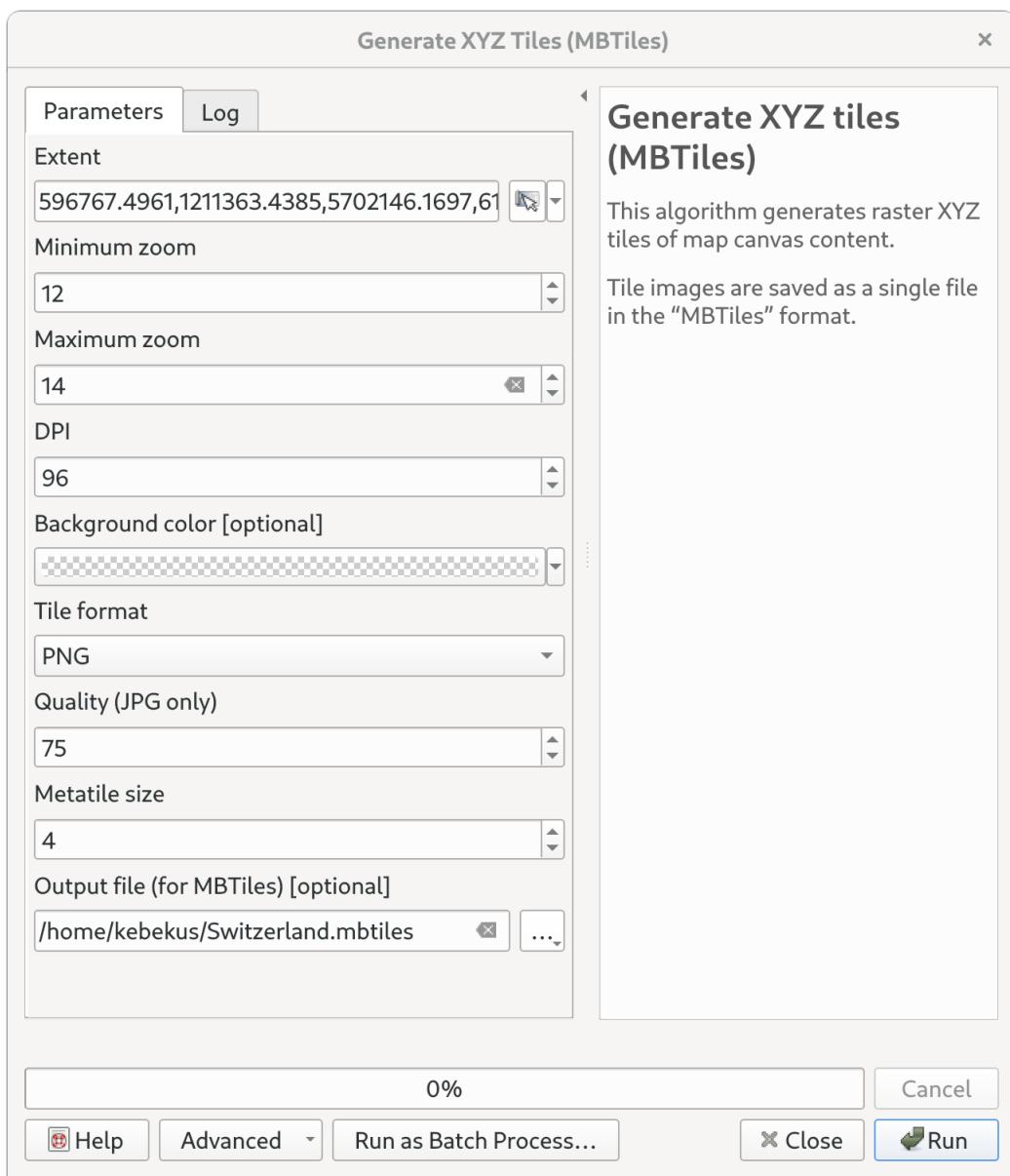


Fig. 2: QGIS Generate Tiles Dialog

3.3.1 Import Airspace Data

Transfer the OpenAir file to your device and open the file on your device. The Section [Import Data](#) explains the process in detail.

To view and manage your maps, open the main menu and go to “Library/Maps and Data”.

3.4 Import Visual Approach Charts

Enroute Flight Navigation can import image files with visual approach charts and display them on the moving map. The figure [Moving map display with embedded approach chart](#) shows how this will typically look.

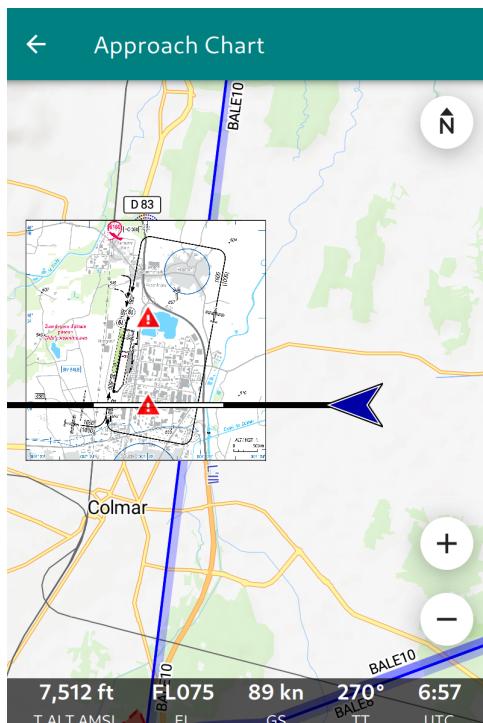


Fig. 3: Moving map display with embedded approach chart

Enroute Flight Navigation accepts visual approach charts in one of the following formats.

- Geo-referenced image files in GeoTIFF format.
- TripKits that contain collections of approach charts for a specific area or flight route. The [AIP Browser DE](#) can produce TripKits for Germany.

Note: GeoTIFF is a complex format that supports many use cases, ranging from astronomy to high-precision land survey. **Enroute Flight Navigation** only supports a subset of the GeoTIFF standard. If you encounter a GeoTIFF file that **Enroute Flight Navigation** does not recognize, please [open an issue report](#). We will be glad to help!

3.4.1 Obtain Approach Chart Files

- Michael Paus' free software [AIP Browser DE](#) can generate GeoTIFF images and TripKits for all German airfields. The data comes from Germany's official [AIP](#), as provided by [DFS Deutsche Flugsicherung GmbH](#).
- Advanced users can use the GDAL command line utilities to convert raster graphic files into georeferenced GeoTIFF files. The section [Appendix: Create Approach Charts with GDAL](#) explains how to do this.

Please get in touch with us if you are aware of other data sources. We will be glad to list them here.

3.4.2 Import Approach Chart Files

Transfer the OpenAir file to your device and open the file on your device. The Section [Import Data](#) explains the process in detail.

Note: TripKits are ZIP files with specialized content. Trying to open a TripKit file, some file management utilities will automatically unpack the ZIP file rather than offering to open it in **Enroute Flight Navigation**. Along similar lines, GeoTIFF files are image files with specialized metadata and some file management utilities will launch an image viewing application rather than offering to open a GeoTIFF file in **Enroute Flight Navigation**.

If you encounter problems opening a TripKit or GeoTIFF file, look for an icon or menu item labeled “Open with...”. Some utilities open an appropriate context menu after a tap-and-hold gesture.

3.4.3 Manage Your Approach Chart Library

On the moving map screen, open the main menu and go to “Library/Maps and Data”. The page “Map and Data Library” will then open. The page has a “VAC” tab listing the approach charts. Use the context menus to uninstall charts and retrieve basic information.

The three-dot menu at the top right of the screen allows clearing your approach chart library.

3.4.4 Use Approach Charts

Once approach charts are installed, open the main menu and go to “Approach Charts”. The page “Visual Approach Charts” will then open. The page lists all approach charts installed in your device, sorted by distance to the current position. Tap on a chart to open “Approach Chart” page, which shows a slightly simplified moving map with the approach chart superimposed on top of the usual map layer. As usual, tap on the left arrow symbol in the page title to close the page and return to the standard moving map display.

In order to avoid surprises in flight, **Enroute Flight Navigation** will not open the approach chart page automatically.

Note: The menu entry “Approach Charts” is only visible if approach charts are installed on your device. If you cannot find the menu entry, install some approach charts first.

3.4.5 Appendix: Create Approach Charts with GDAL

Advanced users might wish to create their own approach chart files in GeoTIFF format, perhaps from a PDF of their official AIP. One user has kindly provided the following tutorial, which explains how to accomplish this task on a Windows computer, using command line utilities.

Preparation

1. Download and install Google Earth for Windows.
2. Download and install GDAL for Windows. GDAL is a translator for raster and vector geospatial data formats.

Georeferencing and conversion to GeoTIFF

1. Download the relevant chart from the AIP. The chart will typically come as a PDF file.
2. Convert the relevant page of the AIP to PNG format. Most PDF viewer programs allow exporting a page to PNG.
3. Use any image viewer program (for instance: Windows Photos) to crop the PNG, removing margins and legends and leaving only the parts that you would like to see in **Enroute Flight Navigation**. Copy the obtained file to the folder where you installed GDAL.
4. Open Google Earth.
5. In the top menu, go to “Add” → “Image overlay.”
6. Click on “Browse” and select PNG file created in step 3.
7. Set the “Transparency” to 50% between “Clear” and “Opaque.”
8. Before pressing OK, adjust the image size, as it will be quite large, and move it to the airport area you’re interested in. Since it is transparent, you can adjust the size and position until roads and rivers align with the Google Earth image underneath. It’s not a very fast method, but you can change the transparency to check alignment.
9. When the graphic is aligned with the map, press OK.
10. Move the mouse to the upper-left corner of the VAC and note the coordinates at the bottom of the screen. Move the mouse to the lower-left corner of the VAC and note the coordinates.
11. Open a console by typing “CMD” in the command line. Navigate to the directory where you installed GDAL.
12. Type “SDKShell” and press Enter, this sets the paths
13. Convert the PNG file to GeoTIFF format using a GDAL command as follows:

```
gdal_translate -a_srs EPSG:4326 -a_ullr <upper_left_
    ↪longitude> <upper_left_latitude> <lower_right_longitude>
    ↪<lower_right_latitude> -mo "TIFFTAG_"
    ↪IMAGEDESCRIPTION=Chart Name" -co COMPRESS=LZW input.png
    ↪output.tif
```

In the coordinates, north is positive, south is negative, east is positive, west is negative. A call for a map in norther Spain could read as follows:

```
gdal_translate -a_srs EPSG:4326 -a_ullr -6.620555 43.982777
                ↵-5.736666 43.387222 -mo "TIFFTAG_IMAGEDESCRIPTION=Asturias
                ↵" -co COMPRESS=LZW input.png output.tif
```

14. Copy the output.tif file to your mobile device and import it into **Enroute Flight Navigation** as described above.

Part II.

Reference Manual

4. User Interface: Pages

The user interface of **Enroute Flight Navigation** is organized in pages. This section describes the most relevant pages in full detail.

4.1 Main Page and Moving Map

The main page is the page that you will use the most often. This is also the page that opens when you start the app. The following image shows the Main Page in a typical flight situation.

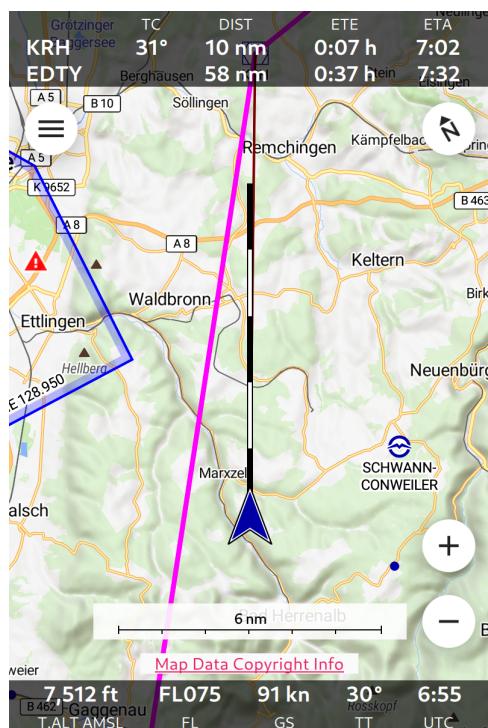


Fig. 1: The Main Page of **Enroute Flight Navigation**

- At the top of the screen, you see the *Route Information Bar* with information about the remaining flight route.
- The page body shows a moving map with your current position and a number of interactive controls.
- At the bottom, the *Navigation Bar* displays information about the current flight situation.

This manual uses the words “Bearing Mode” and “Autopan Mode” to describe two settings that govern the behavior of the map display.

Bearing Mode

The moving map can operate in two “bearing modes”. In the mode “north up”, the map is rotated

Enroute Flight Navigation

so that the north direction is up, as you would expect from a paper map. In the mode “track up”, the map is rotated according to your direction of movement, so that your flight direction is up.

Autopan Mode

If the autopan mode is on, the map is automatically moved, so that the position you aircraft is near the center of the map display. If the autopan mode is off, the map is not moved and the position of your aircraft might not be visible on the map.

4.1.1 Route Information Bar

If you have defined a flight route following the steps outlined in the section [Plan a Flight](#), then the top of the Main Page will show a tabular panel with one or two lines of information about the remaining route that you still have to fly. The first line of the table refers to the next waypoint, the second line to the final waypoint in your route.

Code	Meaning
—	Name of the waypoint.
TC	True course to the waypoint (only shown for course to next waypoint).
DIST	Distance to the waypoint.
ETE	Estimated Time Enroute to the waypoint.
ETA	Estimated Arrival Time at the waypoint, in UTC.

- The units for the distance are chosen according to the settings on the Aircraft Page.
- If the information cannot be computed (e.g. because the positions is unknown, or because you are flying too far away from the route), the panel shows a brief error message.
- Close to the final destination, the panel shows the words “Near destination.”

4.1.2 Navigation Bar

The bottom of the display shows a little panel with the following information.

Code	Meaning
T.ALT	True altitude (=geometric altitude).
FL	Flight level.
GS	Ground speed.
TT	True track.
UTC	Current time.

- Depending on the settings made in the [Settings](#), the field T.ALT shows the altitude above sea level or the altitude above ground. This is indicated with the standard abbreviation “AMSL” or “AGL”.
- The units for the altitude display are chosen according to the settings on the Aircraft Page.
- The flight level is only available if your device is connected to a traffic receiver (such as a PowerFLARM device) that reports the pressure altitude.
- The units for the ground speed display are chosen according to the settings on the Aircraft Page.

- Flight level and current time are hidden if the display is not wide enough.

Warning: Vertical airspace boundaries are defined by pressure altitudes (with respect to QNH or standard pressure). Depending on temperature and air density, the pressure altitude will differ from the true altitude that is shown by the app. **Never use true altitude to judge vertical distances to airspaces.**

4.1.3 Interactive Controls

The page body shows the following interactive control buttons that can be used together with the standard gestures to operate the app.

Sym- bol	Function
	Opens main menu.
	Switches between modes north up and track up .
	Sets autopan mode to “on”.
	Zoom in.
	Zoom out.
	This control is shown when the app is not connected to a traffic data receiver. A click opens the traffic receiver status page.

4.1.4 Moving Map

The moving map shows a physical map with shaded terrain relief, overlaid with aviation data. At low zoom values, the map looks similar to the standard 1:50.000 ICAO maps. At higher zoom value, the map will also show traffic circuits and control zone procedures, as you would expect from an approach chart.

Note: Traffic circuits and control zone procedures are available for select countries only. See the section [Map Data](#) for more details.

The moving map shows the following additional items

- If you have set an [Airspace Altitude Limit](#) on the [Settings](#), the map will show a little reminder at the top of the screen, with a text such as “Airspaces up to 9500 ft”.
- To give you a rough estimate for the horizontal distances, the map features a scale. Depending on screen orientation, the scale is shown at the bottom or at the left of the screen.
- At the very bottom of the screen, there is a copyright notice. Click on the notice to open a dialogue window with more detailed information.

Gesture Controls

The moving map can be controlled by standard gestures.

- **Mouse Wheel:** On desktop computers, the mouse wheel zooms in and out.
- **Pinch Gesture:** On touch-screen devices, the pinch gesture zooms in and out.
- **Pan Gesture:** On touch-screen devices, the pinch the pan gesture moves the map and sets the autolan mode to “off”.
- **Tap-and-hold Gesture:** Tap-and-hold anywhere in the map to open the waypoint description dialogue. This is the quickest way to obtain information about airfields, navaids, reporting points, terrain elevation and airspace. The figure *Information about EDFE Airport* shows how this will typically look.
- **Double Tap Gesture:** The double tap gesture is equivalent to tap-and-hold.

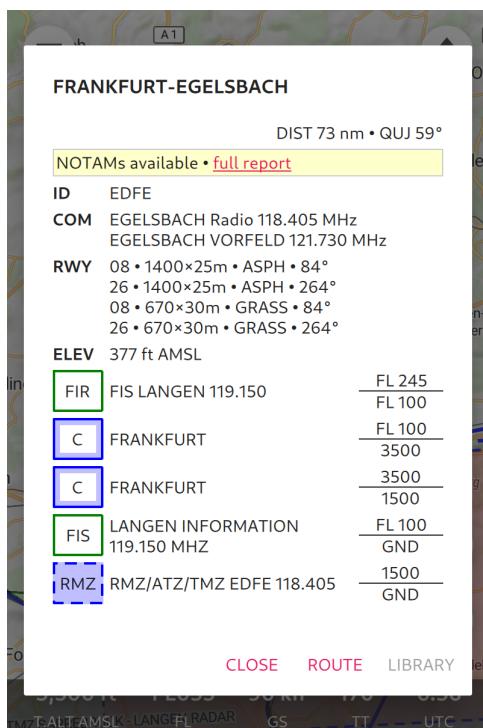


Fig. 2: Information about EDFE Airport

Ownship Position

The ownship position is shown prominently in the moving map, using one of the following symbols.

Sym- bol	Function
	SatNav is not working. The symbol shows the last known position.
	SatNav is working, and the aircraft is not moving. The symbol shows the current position.
	SatNav is working, and the aircraft is not moving. The symbol shows the current position. The arrow shows the direction of movement.

As soon as you are flying, the app shows the projected flight path for the next five minutes. The flight path vector is sized so that each of the black and white segments corresponds to one minute.



Fig. 3: Projected Flight Path for the Next Five Minutes

Traffic Information

Enroute Flight Navigation can connect to your aircraft's traffic receiver (typically a FLARM device) and display nearby traffic on the moving map. The section *Connect Your Traffic Receiver* explains how to establish the connection. The figure *Approaching EDTF with traffic* shows a typical situation.

To show only relevant traffic, **Enroute Flight Navigation** will display traffic factors only if the vertical distance is less than 1,500 m and the horizontal distance less than 20 nm.

Warning: **Enroute Flight Navigation** shows traffic on the moving map, but does not issue traffic warnings. The app contains no collision avoidance algorithms.

Color Coding

Enroute Flight Navigation uses colors to indicate the potential danger of the traffic. This works best when the app is connected to a FLARM device. In this setting, the colors have the following precise meaning.

Color	Meaning
Green	No alarm.
Yellow	Alarm level 1. Collision predicted in 13-18 seconds.
Red	Alarm level 2 or higher. Collision predicted in less than 13 seconds.

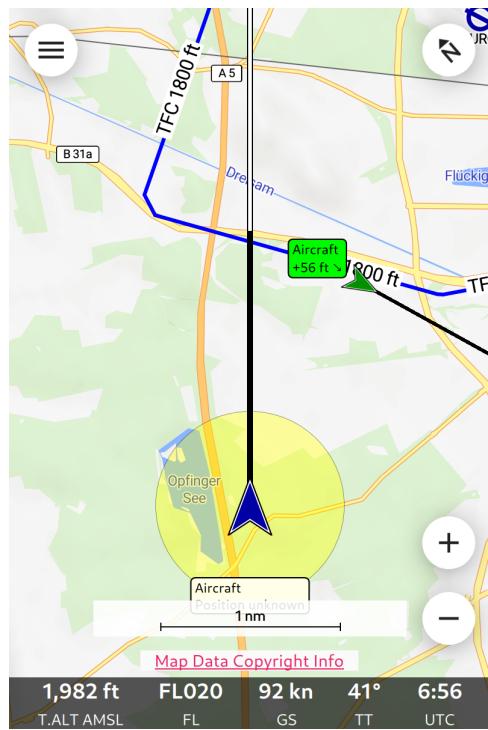


Fig. 4: Approaching EDTF with traffic

Traffic Factors

The moving map display two kinds of traffic.

- Traffic whose precise position is unknown to the traffic receiver; this is often the case with traffic that has only a Mode-S transponder. This kind of traffic is indicated in the moving map by a transparent circle around the ownship position. The traffic is likely to be found inside that circle.
- Traffic whose position is precisely known. This traffic is typically equipped with a FLARM or ADS-B transmitter. The symbols used to display this traffic in the moving map are explained below. If the traffic is known to be moving, its projected flight path is indicated with a black-and-white flight vector, similar to the symbol shown in the Figure *Projected Flight Path for the Next Five Minutes* for the ownship flight vector.

Sym- bol	Function
	The traffic is not moving, or its movement is unknown. No alarm.
	The traffic is not moving, or its movement is unknown. Alarm level 1. Collision predicted in 13-18 seconds.
	The traffic is not moving, or its movement is unknown. Alarm level 2 or higher. Collision predicted in less than 13 seconds.
	The traffic is moving, the arrow shows the direction of movement. No alarm.
	The traffic is moving, the arrow shows the direction of movement. Alarm level 1. Collision predicted in 13-18 seconds.
	The traffic is moving, the arrow shows the direction of movement. Alarm level 2 or higher. Collision predicted in less than 13 seconds.

Traffic labelling

The traffic is labelled with the following pieces of information about the traffic, to the extent known.

- Traffic type. This is one of “Aircraft”, “Airship”, “Balloon”, “Copter”, “Drone”, “Glider”, “Hang Glider”, “Jet”, “Paraglider”, “Skydiver”, “Static Obstacle” and “Tow Plane”.
- The traffic callsign.
- The relative vertical distance, in the units for the distance chosen in the settings on the Aircraft Page. A positive value indicates that the traffic is above you.
- An arrow symbols pointing upwards, downwards or sideways indicates the vertical speed of the traffic.

Note: Traffic callsigns are shown only if the “FLARM Database” has been installed in the page “Map and Data Library”.

Flight Route

If you have defined a flight route following the steps outlined in the section [Plan a Flight](#), the route will be highlighted in magenta line. The direct path to the next waypoint is highlighted in dark red. The image [The Main Page of Enroute Flight Navigation](#) shows how this will look.

Enroute Flight Navigation

Waypoints and NOTAMs

The moving map show waypoints using the following standard ICAO symbols. In addition, it highlights locations with active or future NOTAMs.

Symbol	Function
	Locations with active or future NOTAMs
	Glider flying site
	Aerodrome with grass runway
	Closed aerodrome
	Military aerodrome with grass runway
	Military aerodrome with paved runway
	Military aerodrome
	Aerodrome with paved runway
	Aerodrome
	Microlight flying site
	Hydroport
	Doppler-VOR with DME
	Doppler-VOR
	Doppler-VORTAC
	Mandatory reporting point
	NDB
	Reporting point
	VOR with DME
	VOR
	VORTAC
	Generic waypoint (from flight route or waypoint library)

Note: Enroute Flight Navigation only displays NOTAMs located near your present position, along your flight route, and near locations for which the waypoint dialog has been opened.

Procedures and Traffic Circuits

Traffic circuits for motorized aircraft are shown as blue lines. Traffic circuits for gliders or Ultralight aircraft are shown as red lines. Entry and exit routes to traffic pattern are indicated by open ends of the pattern. The traffic circuit will show the traffic circuit altitude when the information is available.

Entry routes into control zones, transversal routes as well as holding patterns are shown as solid blue lines. Exit routes are shown as dashed blue lines.

4.2 Settings

Enroute Flight Navigation is designed to be simple. The number of user settings is deliberately small. To access the user settings, open the main menu and choose “Settings.”

4.2.1 Moving Map

The settings grouped under “Moving Map” change the appearance of the map display.

Airspace Altitude Limit

If you never fly higher than 5,000ft, you will probably not be interested in airspaces that begin above FL100. **Enroute Flight Navigation** allows you to set an altitude limit to improve the readability of the moving map. Once set, the app will show only airspaces below that limit. Tap on the entry “Airspace Altitude Limit” to set or unset the altitude limit.

Once you set an altitude limit, the moving map will display a little warning (“Airspaces up to 9,500 ft”) to remind you that the moving map does not show all airspaces. The app will automatically increase the limit when your aircraft approaches the altitude limit from below.

Warning: Airspace boundaries are often flight levels. The true altitude of a flight level depends on meteorological conditions (such as the temperature gradient) and is not known to **Enroute Flight Navigation**. When deciding which airspace to show, the app will use an approximation. The approximation might be off by 1,000ft or more in extreme weather. **Always leave an ample safety margin when setting an airspace altitude limit.**

Gliding Sectors

In regions with high glider traffic, local regulations often allow gliders to fly in airspaces that are otherwise difficult to access, such as control zones. The moving map displays these “Gliding Sectors” in bright yellow. If you are not flying a glider, the gliding sectors are probably not relevant. Hiding the gliding sectors might improve the readability of the moving map.

4.2.2 Navigation Bar

These settings apply to the Navigation Bar, shown at the bottom of the moving map screen.

Altimeter Mode

Use this settings item to chose if the altimeter shows height above ground level (AGL) or height above main sea level (AMSL).

Note: In order to compute height above ground, if terrain maps for your region must be installed. If terrain data is not available, the altimeter field of the navigation bar will display “–”. If you are unsure if terrain data is available, open the main menu and go to “Library/Maps and Data” to check which maps are installed in your device.

4.2.3 User Interface

Large Fonts

Use this option to enlarge fonts for improved readability.

Night Mode

The “Night Mode” of Enroute Flight Navigation is similar to the “Dark Mode” found in many other apps. We designed the night mode for pilots performing VFR flights by night, whose eyes have adapted to the darkness. Compared with other apps, you will find that the display is quite dark indeed.

Voice Notifications

Pilots should not be looking at their mobile devices for extended periods of time. Enroute Flight Navigation is therefore able to read notification texts in addition to showing them on the screen. Since we expect that not everybody likes this feature, this setting item allows switching voice notification on and off.

4.2.4 System

Primary Position Data Source

Enroute Flight Navigation can either use the built-in satnav receiver of your device or a connected traffic receiver as a primary position data source. This setting is essential if your device has reception problems or if you use **Enroute Flight Navigation** together with a flight simulator.

- You will most likely prefer the built-in satnav receiver for actual flight. The built-in receiver provides one position update per second on a typical Android system, while traffic receivers do not always provide timely position updates.

- If you use **Enroute Flight Navigation** together with a flight simulator, you **must** choose the traffic receiver as a primary position data source. Flight simulators broadcast position information of simulated aircraft via Wi-Fi, using the same protocol that a traffic data receiver would use in a real plane. As long as the built-in satnav receiver is selected, all position information provided by your flight simulator is ignored.

Note: Setting a traffic receiver as a primary position data source is safe even when the app is not connected to a traffic receiver. When no traffic receiver is connected, **Enroute Flight Navigation** will automatically fall back using the built-in satnav receiver of your device.

Ignore Network Security Errors

This entry is visible if you have asked the app to download data via insecure internet connections after a secure connection attempt failed. Uncheck this item to revert to the standard policy, which enforces secure connections.

Clear Password Storage

This entry is visible if you have connected to a traffic data receiver that requires a password in addition to the Wi-Fi password and if you have asked the app to remember the password. Tap on this entry to clear the password storage.

4.2.5 Help

The items grouped under “Help” refer the user to this manual.

4.3 About

The page **About Enroute Flight Navigation** shows basic information about the app and the system. To access the page, open the main menu and choose “Information/About Enroute Flight Navigation.”

The page presents four tabs with information about the app, its authors, the software license, and the current system.

System information can be helpful to the developers **Enroute Flight Navigation**. The button “Share Info” at the bottom of the “System” Tab can be used to share the information with other apps, such as your e-mail program, and forward it to the developers.

5. User Interface: Workflows

The following tutorials walk you through more advanced functionality of **Enroute Flight Navigation**.

5.1 Import Data

Enroute Flight Navigation offers a robust file import feature, allowing users to import files from various external sources. This document provides a step-by-step guide on how to utilize this functionality. A list of supported file formats is found at the end of this section.

There are four ways to import files into **Enroute Flight Navigation**.

- Import Files Shared by Other Apps
- Import Files from Local or Remote Storage
- Drag-and-Drop (Linux Desktop only)
- Command line (Linux Desktop only)

We expect that most users on mobile devices will import files that are shared by other apps. Users on Linux desktop computers will probably prefer drag-and-drop.

5.1.1 Import Files Shared by Other Apps

Enroute Flight Navigation is able to import files from all apps that allow file sharing. While the list of these apps is endless, we expect that the most users employ one of the following programs to transfer and access their files.

- Web browsers allow downloading and opening files from the internet.
- File management apps can open files stored on your device.
- Most file management apps also allow opening files stored on cloud services connected to your devices. Some cloud service come with specialized apps.
- Email apps can open files attached to your mail messages, instant messaging apps can open files attached to chat messages.
- Both Android and iOS come with specialized apps that allow sharing files between devices, using Bluetooth or Wi-Fi connections.

The precise procedure for opening a file depends on the app in use. In a typical scenario, do the following.

1. Identify and open an app that is able to access the file. This could be a web browser for files from the internet, a file manager for files stored on your device, or an email app for files attached to your mail messages.

2. Navigate to the file that you wish to import. You might have to point your browser to the correct website, open the correct folder in your file manager, or open an email that has the relevant file attached.
3. Open the file. In some scenarios, it suffices to click on the file name or file icon. Other apps require you to click on an appropriate button or menu entry, typically called “Open” or “Share”.
4. The operating system will identify the file type and present you with a list of apps known to handle files of this type. Choose **Enroute Flight Navigation** from this list.
5. **Enroute Flight Navigation** will open and import the file.

Note: TripKits are ZIP files with specialized content. Trying to open a TripKit file, some file management utilities will automatically unpack the ZIP file rather than offering to open it in **Enroute Flight Navigation**. Along similar lines, GeoTIFF files are image files with specialized metadata and some file management utilities will launch an image viewing application rather than offering to open a GeoTIFF file in **Enroute Flight Navigation**.

If you encounter problems opening a TripKit or GeoTIFF file, look for an icon or menu item labeled “Open with...”. Some utilities open an appropriate context menu after a tap-and-hold gesture. Alternatively, import the file from local or remote storage, as explained in the next section.

5.1.2 Import Files from Local or Remote Storage

There are scenarios where the operating system cannot identify the file type and does not offer to open a given file with **Enroute Flight Navigation**. In these settings, **Enroute Flight Navigation** offers an alternative mechanism to import files.

1. Transfer the file to your device and save it in the local file storage. Alternatively, save the file in cloud storage service that is connected to your device.
2. Open **Enroute Flight Navigation**. Use the main menu to navigate to one of the pages listed below.
3. Open the three-dot-menu in the top right corner of the screen and choose the item “Import”. A file dialog will open.
4. Select the file and click on the button “Import”.

Note: There are systems where the file dialog shows only files of one specific type. If you cannot see your file, look for a button or drop-down-menu in the file dialog that allows choosing the file types.

Pages with File Import Functionality

The following pages of **Enroute Flight Navigation** offer import functionality.

Page	File Type	Function
Route	GeoJSON	Flight Route (replaces current flight route)
Route	GPX	Flight Route (replaces current flight route)
Library/Route	GeoJSON	Flight Route (added to library)
Library/Route	GPX	Flight Route (added to library)
Library/Maps and Data	MBTILES	Raster Maps
Library/Maps and Data	MBTILES	Vector Maps
Library/Maps and Data	OpenAir	Airspace Data
Library/Maps and Data	GeoTIFF	Approach Chart
Library/Maps and Data	ZIP/TripKit	Approach Chart Collection
Library/Waypoints	CUP	Waypoint Collection
Library/Waypoints	GeoJSON	Waypoint Collection
Library/Waypoints	GPX	Waypoint Collection

5.1.3 Drag-and-Drop (Linux Desktop Only)

If you are running **Enroute Flight Navigation** on a Linux desktop computer, you can import a file by dragging its icon from the desktop and drop it anywhere in the **Enroute Flight Navigation** window.

5.1.4 Command Line (Linux Desktop Only)

When starting **Enroute Flight Navigation** from the Unix command line, it is possible to pass file names as command line arguments.

5.1.5 Supported File Formats

Enroute Flight Navigation accepts data in the following formats.

Functionality	File Format
Airspace Data	OpenAir
Approach Charts	GeoTIFF
Approach Chart Collection	ZIP/TripKit
FLARM Test Data	Text file
Flight Routes	GPX
Flight Routes	GeoJSON
Raster Maps	MBTILES
Vector Maps	MBTILES
Waypoint Collections	GeoJSON
Waypoints	CUP

6. Technology

6.1 Traffic Data Receiver Support

6.1.1 Communication

Enroute Flight Navigation expects that the traffic receiver deploys a WLAN network via Wi-Fi and publishes traffic data via that network. In order to support a wide range of devices, including flight simulators, the app listens to several network addresses simultaneously and understands a variety of protocols.

Enroute Flight Navigation watches the following data channels, in order of preference.

- A TCP connection to port 2000 at the IP addresses 192.168.1.1, where the app expects a stream of FLARM/NMEA sentences.
- A TCP connection to port 2000 at the IP addresses 192.168.10.1, where the app expects a stream of FLARM/NMEA sentences.
- A UDP connection to port 4000, where the app expects datagrams in GDL90 or XGPS format.
- A UDP connection to port 49002, where the app expects datagrams in GDL90 or XGPS format.

Enroute Flight Navigation expects traffic data in the following formats.

- FLARM/NMEA sentences must conform to the specification outlined in the document FTD-012 Data Port Interface Control Document (ICD), Version 7.13, as published by [FLARM Technology Ltd.](#).
- Datagrams in GDL90 format must conform to the [GDL 90 Data Interface Specification](#).
- Datagrams in XGPS format must conform to the format specified on the [ForeFlight Web site](#).

6.1.2 Known Issues with GDL90

The GDL90 protocol has a number of shortcomings, and we recommend to use FLARM/NMEA whenever possible. We are aware of the following issues.

Altitude measurements

According to the GDL90 Specification, the ownship geometric height is reported as height above WGS-84 ellipsoid. There are however many devices on the market that wrongly report height above main sea level. Different apps have different strategies to deal with these shortcomings.

- **Enroute Flight Navigation** as well as the app Skydemon expect that traffic receivers comply with the GDL90 Specification.
- ForeFlight has extended the GDL90 Specification so that traffic receivers can indicate if they comply with the specification or not.

Enroute Flight Navigation

- Many other apps expect wrong GDL90 implementations and interpret the geometric height has height above main sea level.

MODE-S traffic

Most traffic receivers see traffic equipped with MODE-S transponders and can give an estimate for the distance to the traffic. They are, however, unable to obtain the precise traffic position. Unlike FLARM/NMEA, the GDL90 Specification does not support traffic factors whose position is unknown. Different devices implement different workarounds.

- Stratux devices generate a ring of eight virtual targets around the own position. These targets are named “Mode S”.
- Air Avionics devices do the same, but only with one target.
- Other devices create a virtual target, either at the ownship position or at the north pole and abuse the field “Navigation Accuracy Category for Position” to give the approximate position to the target.

Enroute Flight Navigation has special provisions for handling targets called “Mode S”, but users should expect that this workaround is not perfect.

6.1.3 ForeFlight Broadcast

Following the standards established by the app ForeFlight, **Enroute Flight Navigation** broadcasts a UDP message on port 63093 every 5 seconds while the app is running in the foreground. This message allows devices to discover Enroute’s IP address, which can be used as the target of UDP unicast messages. This broadcast will be a JSON message, with at least these fields:

```
{  
    "App": "Enroute Flight Navigation",  
    "GDL90": {  
        "port": 4000  
    }  
}
```

The GDL90 “port” field is currently 4000, but might change in the future.

6.1.4 Known Issues with SkyEcho Devices

Enroute Flight Navigation works fine with SkyEcho devices. There are, however, several shortcomings that users should be aware of.

Unidirectional FLARM

The SkyEcho can receive FLARM signals, but cannot send them. The SkyEcho device cannot be seen by other FLARM users. The author of **Enroute Flight Navigation** is not convinced that unidirectional FLARM is a good idea.

FLARM Output

uAvionix follows an unusual business model. The FLARM/NMEA output of the SkyEcho is encrypted. To read the FLARM data, all apps need to include commercial, closed-source decryption libraries that must be purchased by the app users. The author of **Enroute Flight Navigation** feels that this is incompatible with the idea of free, open source software.

To communicate with SkyEcho devices, **Enroute Flight Navigation** will switch to the GDL90 protocol.

Altimeter readings

SkyEcho includes an integrated barometric altimeter, but does not have any access to static pressure. To estimate the barometric altitude, the SkyEcho correlates cabin pressure altitude to altitudes of nearby traffic. The author of **Enroute Flight Navigation** is not convinced that this method gives altimeter readings that are sufficiently reliable for aviation purposes.

6.1.5 Known Issues with pingUSB Devices

Enroute Flight Navigation works fine with pingUSB devices. There are, however, several shortcomings that users should be aware of.

Unidirectional ADS-B

The pingUSB can receive ADS-B signals, but cannot send them. The pingUSB device cannot be seen by other ADS-B users. The author of **Enroute Flight Navigation** is not convinced that unidirectional ADS-B is a good idea.

Altimeter readings

pingUSB reports the **barometric** altitude of traffic opponents, but does not include a static pressure sensor required to measure the barometric altitude of the own aircraft. As a result, **Enroute Flight Navigation** cannot compute the relative height between the traffic and the own aircraft. The author of **Enroute Flight Navigation** is aware of apps that compare the **barometric** altitude of traffic to the **geometric** altitude of the own aircraft (which can be measured via GPS), and hence show misleading traffic information. The author is not convinced that pingUSB should be used for aviation purposes.

6.2 Platform Notes

6.2.1 Android

Network Security Problems on Outdated Devices

Like most other programs, **Enroute Flight Navigation** uses [Transport Layer Security \(TLS\)](#) for secure communication with servers on the internet. The technology relies on [digital certificates](#) that are built into the Android operating system and can only be updated by the device manufacturer through system security updates. Regretfully, manufacturers of Android devices are often not interested in after-sales support and provide updates only for a very short period of time, if at all.

If a device does not receive regular system updates, the certificates will expire after a while, and secure network connections are no longer possible. [As covered in the media](#), many users of systems running Android 7.1 (or below) started to experience problems on 30. September 2021, when an important certificate expired.

When certificates expire, some apps will stop working. Other app authors prefer to hide the complexity of secure communication from their users and write apps that will silently revert to insecure communication. These apps appear to run as normal, but leave communication (and eventually the system) open to tampering and manipulation.

Enroute Flight Navigation

The author of **Enroute Flight Navigation** believes that pilots should be able to make an informed decision about the security of their systems. **Enroute Flight Navigation** will tell the user of any network security errors. Users can then decide to do one of the following.

- Replace the device by a more recent model, preferably from one of the few manufacturers who offer long-time support for their products.
- Accept the risk of insecure communication and ignore network security errors in the future.

Note: The author, who is concerned about short-lived digital products, uses a [Fairphone](#) personally. Fairphones are long-lasting, can be repaired easily and receive many years of security updates. Other brands might have similar offers.

Screen Backlighting

Enroute Flight Navigation overrides the system settings of your device and ensures that the screen backlighting is always on. To save battery power, the screen can be switched off manually with the hardware “power button” of your device.

Screen Locking

Enroute Flight Navigation stays on top of the lock screen of your device. It will therefore be shown immediately as soon as the screen is switched on. You can therefore use **Enroute Flight Navigation** without unlocking your device.

Wi-Fi Locking

When running on Android, **Enroute Flight Navigation** acquires a Wi-Fi lock as soon as the app receives heartbeat messages from one of the channels where it listens for traffic receivers. The lock is released when the messages no longer arrive.

6.2.2 iOS

Users may experience a degraded workflow when connecting to a traffic data receiver that requires a password, in addition to the password required to enter the Wi-Fi network. Privacy features of iOS prevent **Enroute Flight Navigation** from accessing the SSID of the Wi-Fi network, which makes it impossible to identify networks and suggest correct passwords from the password storage.

6.2.3 Linux Desktop

The following command line options are supported.

Option	Description
-h, -help	Displays help on commandline options.
-help-all	Displays help including Qt specific options.
-v, -version	Displays version information.
-sg	Run simulator and generate screenshots for Google Play
-sm	Run simulator and generate screenshots for the manual

Part III.

Appendix

7. Data Sources

7.1 Map Data

7.1.1 Aeronautical Maps

Our maps available for offline use, so that the app does not require any internet connection in flight. The maps are updated once per day, provided that new data is available. Note, however, that we do not **guarantee** regular updates.

The aeronautical maps are compiled from databases provided by the [openAIP](#) and the [open flightmaps](#) projects. While openAIP covers most of the world, the open flightmaps cover fewer countries but contain more detailed information.

Map Feature	Data Origin
Airfields	openAIP
Airspace: Nature Preserve Areas	open flightmaps
Airspace: all other	openAIP
Navaids	openAIP
Procedures (Traffic Circuits, ...)	open flightmaps
Reporting Points	open flightmaps

List of maps

For simplicity, our maps are divided in “Class 1” and “Class 2”.

- Class 1 maps are compiled from [openAIP](#) and [open flightmaps](#) data. These maps contain complete information about airspaces, airfields and navaids. In addition, the maps contain (mandatory) reporting points. Some of our class 1 maps also show traffic circuits and flight procedures for control zones.
- Class 2 maps are compiled from [openAIP](#) data only. They contain complete information about airspaces, airfields and navaids.

Below is a complete list of the maps that we offer.

Continent	Country	Class
Africa	Botswana	Class 2
Africa	Canary Islands	Class 1
Africa	Kenya	Class 2
Africa	Madagascar	Class 2
Africa	Mauritius	Class 2
Africa	Namibia	Class 1

continues on next page

Table 1 – continued from previous page

Continent	Country	Class
Africa	South Africa	Class 1
Asia	Bahrain	Class 2
Asia	Japan	Class 2
Asia	Laos	Class 2
Asia	Nepal	Class 2
Asia	Qatar	Class 2
Asia	Sri Lanka	Class 2
Asia	Unit. Emirates	Class 2
Australia Oceanica	Australia	Class 2
Australia Oceanica	New Zealand	Class 2
Australia Oceanica	Vanuatu	Class 2
Europe	Albania	Class 2
Europe	Austria	Class 1
Europe	Belgium	Class 1
Europe	Bosnia and H.	Class 2
Europe	Bulgaria	Class 1
Europe	Croatia	Class 1
Europe	Cyprus	Class 2
Europe	Czech Republic	Class 1
Europe	Denmark	Class 1
Europe	Estonia	Class 2
Europe	Finland	Class 1
Europe	France	Class 2
Europe	Germany	Class 1
Europe	Great Britain	Class 1
Europe	Greece	Class 1
Europe	Hungary	Class 1
Europe	Iceland	Class 2
Europe	Ireland	Class 2
Europe	Italy	Class 1
Europe	Latvia	Class 2
Europe	Liechtenstein	Class 2
Europe	Lithuania	Class 2
Europe	Luxembourg	Class 2
Europe	Malta	Class 2
Europe	Moldova	Class 2
Europe	Montenegro	Class 2
Europe	Netherlands	Class 1
Europe	North. Ireland	Class 1
Europe	Norway	Class 2
Europe	Poland	Class 1
Europe	Portugal	Class 2
Europe	Romania	Class 1
Europe	Serbia	Class 2
Europe	Slovakia	Class 1
Europe	Slowenia	Class 1
Europe	Spain	Class 2
Europe	Sweden	Class 1

continues on next page

Table 1 – continued from previous page

Continent	Country	Class
Europe	Switzerland	Class 1
North America	Canada	Class 2
North America	United States	Class 2
South America	Argentina	Class 2
South America	Brazil	Class 2
South America	Colombia	Class 2
South America	Falkland Is.	Class 2

7.1.2 Base Maps

Our base maps are generated from [Open Streetmap](#) data.

7.1.3 Terrain maps

Our terrain maps are derived from the [Terrain Tiles Open Dataset on Amazon AWS](#). The underlying data sources are a mix of:

- 3DEP (formerly NED and NED Topobathy) in the United States, 10 meters outside of Alaska, 3 meter in select land and territorial water areas
- ArcticDEM strips of 5 meter mosaics across all of the land north of 60° latitude, including Alaska, Canada, Greenland, Iceland, Norway, Russia, and Sweden
- CDEM (Canadian Digital Elevation Model) in Canada, with variable spatial resolution (from 20-400 meters) depending on the latitude.
- data.gov.uk, 2 meters over most of the United Kingdom
- data.gv.at, 10 meters over Austria
- ETOPO1 for ocean bathymetry, 1 arc-minute resolution globally
- EUDEM in most of Europe at 30 meter resolution, including Albania, Austria, Belgium, Bosnia and Herzegovina, Bulgaria, Croatia, Cyprus, Czechia, Denmark, Estonia, Finland, France, Germany, Greece, Hungary, Iceland, Ireland, Italy, Kosovo, Latvia, Liechtenstein, Lithuania, Luxembourg, Macedonia, Malta, Montenegro, Netherlands, Norway, Poland, Portugal, Romania, Serbia, Slovakia, Slovenia, Spain, Sweden, Switzerland, and United Kingdom
- Geoscience Australia's DEM of Australia, 5 meters around coastal regions in South Australia, Victoria, and Northern Territory
- GMTED globally, coarser resolutions at 7.5", 15", and 30" in land areas
- INEGI's continental relief in Mexico
- Kartverket's Digital Terrain Model, 10 meters over Norway
- LINZ, 8 meters over New Zealand
- SRTM globally except high latitudes, 30 meters (90 meters nominal quality) in land areas

Attributions

- ArcticDEM terrain data DEM(s) were created from DigitalGlobe, Inc., imagery and funded under National Science Foundation awards 1043681, 1559691, and 1542736;
- Australia terrain data © Commonwealth of Australia (Geoscience Australia) 2017;
- Austria terrain data © offene Daten Österreichs – Digitales Geländemodell (DGM) Österreich;
- Canada terrain data contains information licensed under the Open Government Licence – Canada;
- Europe terrain data produced using Copernicus data and information funded by the European Union - EU-DEM layers;
- Global ETOPO1 terrain data U.S. National Oceanic and Atmospheric Administration
- Mexico terrain data source: INEGI, Continental relief, 2016;
- New Zealand terrain data Copyright 2011 Crown copyright (c) Land Information New Zealand and the New Zealand Government (All rights reserved);
- Norway terrain data © Kartverket;
- United Kingdom terrain data © Environment Agency copyright and/or database right 2015. All rights reserved;
- United States 3DEP (formerly NED) and global GMTED2010 and SRTM terrain data courtesy of the U.S. Geological Survey.

7.2 METAR/TAF

METAR and TAF data is provided by the [Aviation Weather Center](#), an office of the United States Department of Commerce.

7.3 NOTAMs

NOTAMs are provided by the [Federal Aviation Administration](#), an office of the United States Department of Transportation.

8. Software Licenses

8.1 Enroute Flight Navigation

The program **Enroute Flight Navigation** is licensed under the [GNU General Public License V3](#) or, at your choice, any later version of this license.

GNU GENERAL PUBLIC LICENSE

Version 3, 29 June 2007

Copyright © 2007 Free Software Foundation, Inc. <<https://fsf.org/>>

Everyone is permitted to copy and distribute verbatim copies
of this license
document, but changing it is not allowed.

Preamble

The GNU General Public License is a free, copyleft license
for software and
other kinds of works.

The licenses for most software and other practical works are
designed to
take away your freedom to share and change the works. By
contrast, the GNU
General Public License is intended to guarantee your freedom
to share and
change all versions of a program--to make sure it remains
free software for
all its users. We, the Free Software Foundation, use the GNU
General Public
License for most of our software; it applies also to any
other work released
this way by its authors. You can apply it to your programs,
too.

When we speak of free software, we are referring to freedom,
not price. Our
General Public Licenses are designed to make sure that you
have the freedom
to distribute copies of free software (and charge for them

(continues on next page)

(continued from previous page)

if you wish),
that you receive source code or can get it if you want it,
that you can
change the software or use pieces of it in new free programs,
and that you
know you can do these things.

To protect your rights, we need to prevent others from
denying you these
rights or asking you to surrender the rights. Therefore, you
have certain
responsibilities if you distribute copies of the software,
or if you modify
it: responsibilities to respect the freedom of others.

For example, if you distribute copies of such a program,
whether gratis or
for a fee, you must pass on to the recipients the same
freedoms that you
received. You must make sure that they, too, receive or can
get the source
code. And you must show them these terms so they know their
rights.

Developers that use the GNU GPL protect your rights with two
steps: (1)
assert copyright on the software, and (2) offer you this
License giving you
legal permission to copy, distribute and/or modify it.

For the developers' and authors' protection, the GPL clearly
explains that
there is no warranty for this free software. For both users'
and authors'
sake, the GPL requires that modified versions be marked as
changed, so that
their problems will not be attributed erroneously to authors
of previous
versions.

Some devices are designed to deny users access to install or
run modified
versions of the software inside them, although the
manufacturer can do
so. This is fundamentally incompatible with the aim of
protecting users'
freedom to change the software. The systematic pattern of
such abuse occurs
in the area of products for individuals to use, which is

(continues on next page)

(continued from previous page)

precisely where it
 is most unacceptable. Therefore, we have designed this
 version of the GPL to
 prohibit the practice for those products. If such problems
 arise
 substantially in other domains, we stand ready to extend
 this provision to
 those domains in future versions of the GPL, as needed to
 protect the
 freedom of users.

Finally, every program is threatened constantly by software
 patents. States
 should not allow patents to restrict development and use of
 software on
 general-purpose computers, but in those that do, we wish to
 avoid the
 special danger that patents applied to a free program could
 make it
 effectively proprietary. To prevent this, the GPL assures
 that patents
 cannot be used to render the program non-free.

The precise terms and conditions for copying, distribution
 and modification
 follow.

TERMS AND CONDITIONS

0. Definitions.

“This License” refers to version 3 of the GNU General Public
 License.

“Copyright” also means copyright-like laws that apply to
 other kinds of
 works, such as semiconductor masks.

“The Program” refers to any copyrightable work licensed
 under this
 License. Each licensee is addressed as “you”. “Licensees”
 and “recipients”
 may be individuals or organizations.

To “modify” a work means to copy from or adapt all or part
 of the work in a
 fashion requiring copyright permission, other than the
 making of an exact
 copy. The resulting work is called a “modified version” of

(continues on next page)

(continued from previous page)

the earlier work
or a work “based on” the earlier work.

A “covered work” means either the unmodified Program or a
work based on the
Program.

To “propagate” a work means to do anything with it that,
without permission,
would make you directly or secondarily liable for
infringement under
applicable copyright law, except executing it on a computer
or modifying a
private copy. Propagation includes copying, distribution
(with or without
modification), making available to the public, and in some
countries other
activities as well.

To “convey” a work means any kind of propagation that
enables other parties
to make or receive copies. Mere interaction with a user
through a computer
network, with no transfer of a copy, is not conveying.

An interactive user interface displays “Appropriate Legal
Notices” to the
extent that it includes a convenient and prominently visible
feature
that (1) displays an appropriate copyright notice, and (2)
tells the user
that there is no warranty for the work (except to the extent
that warranties
are provided), that licensees may convey the work under this
License, and
how to view a copy of this License. If the interface
presents a list of user
commands or options, such as a menu, a prominent item in the
list meets this
criterion.

1. Source Code.

The “source code” for a work means the preferred form of the
work for making
modifications to it. “Object code” means any non-source form
of a work.

A “Standard Interface” means an interface that either is an

(continues on next page)

(continued from previous page)

✓**official**
standard defined by a recognized standards body, or, in the
✓**case of**
interfaces specified for a particular programming language,
✓**one that is**
widely used among developers working in that language.

The “System Libraries” of an executable work include
✓**anything, other than**
the work as a whole, that (a) is included in the normal form
✓**of packaging a**
Major Component, but which is not part of that Major
✓**Component, and (b)**
serves only to enable use of the work with that Major
✓**Component, or to**
implement a Standard Interface for which an implementation
✓**is available to**
the public in source code form. A “Major Component”, in this
✓**context, means**
a major essential component (kernel, window system, and so
✓**on) of the**
specific operating system (if any) on which the executable
✓**work runs, or a**
compiler used to produce the work, or an object code
✓**interpreter used to run**
it.

The “Corresponding Source” for a work in object code form
✓**means all the**
source code needed to generate, install, and (for an
✓**executable work) run**
the object code and to modify the work, including scripts to
✓**control those**
activities. However, it does not include the work's System
✓**Libraries, or**
general-purpose tools or generally available free programs
✓**which are used**
unmodified in performing those activities but which are not
✓**part of the**
work. For example, Corresponding Source includes interface
✓**definition files**
associated with source files for the work, and the source
✓**code for shared**
libraries and dynamically linked subprograms that the work
✓**is specifically**
designed to require, such as by intimate data communication
✓**or control flow**
between those subprograms and other parts of the work.

(continues on next page)

(continued from previous page)

The Corresponding Source need not include anything that
users can regenerate
automatically from other parts of the Corresponding Source.

The Corresponding Source for a work in source code form is
that same work.

2. Basic Permissions.

All rights granted under this License are granted for the
term of copyright
on the Program, and are irrevocable provided the stated
conditions are
met. This License explicitly affirms your unlimited
permission to run the
unmodified Program. The output from running a covered work
is covered by
this License only if the output, given its content,
constitutes a covered
work. This License acknowledges your rights of fair use or
other equivalent,
as provided by copyright law.

You may make, run and propagate covered works that you do
not convey,
without conditions so long as your license otherwise remains
in force. You
may convey covered works to others for the sole purpose of
having them make
modifications exclusively for you, or provide you with
facilities for
running those works, provided that you comply with the terms
of this License
in conveying all material for which you do not control
copyright. Those thus
making or running the covered works for you must do so
exclusively on your
behalf, under your direction and control, on terms that
prohibit them from
making any copies of your copyrighted material outside their
relationship
with you.

Conveying under any other circumstances is permitted solely
under the
conditions stated below. Sublicensing is not allowed;
section 10 makes it
unnecessary.

(continues on next page)

(continued from previous page)

3. Protecting Users' Legal Rights From Anti-Circumvention Law.

No covered work shall be deemed part of an effective technological measure under any applicable law fulfilling obligations under article 11 of the WIPO copyright treaty adopted on 20 December 1996, or similar laws prohibiting or restricting circumvention of such measures.

When you convey a covered work, you waive any legal power to forbid circumvention of technological measures to the extent such circumvention is effected by exercising rights under this License with respect to the covered work, and you disclaim any intention to limit operation or modification of the work as a means of enforcing, against the work's users, your or third parties' legal rights to forbid circumvention of technological measures.

4. Conveying Verbatim Copies.

You may convey verbatim copies of the Program's source code as you receive it, in any medium, provided that you conspicuously and appropriately publish on each copy an appropriate copyright notice; keep intact all notices stating that this License and any non-permissive terms added in accord with section 7 apply to the code; keep intact all notices of the absence of any warranty; and give all recipients a copy of this License along with the Program.

You may charge any price or no price for each copy that you convey, and you may offer support or warranty protection for a fee.

5. Conveying Modified Source Versions.

You may convey a work based on the Program, or the modifications to produce it from the Program, in the form of source code under the terms of section

(continues on next page)

(continued from previous page)

4, provided that you also meet all of these conditions:

- a) The work must carry prominent notices stating that you
modified it, and
giving a relevant date.
- b) The work must carry prominent notices stating that it is
released under
this License and any conditions added under section 7.
This requirement
modifies the requirement in section 4 to "keep intact all
notices".
- c) You must license the entire work, as a whole, under this
License to
anyone who comes into possession of a copy. This License
will therefore
apply, along with any applicable section 7 additional
terms, to the whole
of the work, and all its parts, regardless of how they
are packaged. This
License gives no permission to license the work in any
other way, but it
does not invalidate such permission if you have
separately received it.
- d) If the work has interactive user interfaces, each must
display
Appropriate Legal Notices; however, if the Program has
interactive
interfaces that do not display Appropriate Legal Notices,
your work need
not make them do so.

A compilation of a covered work with other separate and
independent works,
which are not by their nature extensions of the covered work,
and which are
not combined with it such as to form a larger program, in or
on a volume of
a storage or distribution medium, is called an "aggregate"
if the
compilation and its resulting copyright are not used to
limit the access or
legal rights of the compilation's users beyond what the
individual works
permit. Inclusion of a covered work in an aggregate does not
cause this
License to apply to the other parts of the aggregate.

(continues on next page)

(continued from previous page)

6. Conveying Non-Source Forms.

You may convey a covered work in object code form under the
terms of

sections 4 and 5, provided that you also convey the machine-
readable

Corresponding Source under the terms of this License, in one
of these ways:

a) Convey the object code in, or embodied in, a physical
product (including

a physical distribution medium), accompanied by the
Corresponding Source

fixed on a durable physical medium customarily used for
software

interchange.

b) Convey the object code in, or embodied in, a physical
product (including

a physical distribution medium), accompanied by a written
offer, valid

for at least three years and valid for as long as you
offer spare parts

or customer support for that product model, to give
anyone who possesses

the object code either (1) a copy of the Corresponding
Source for all the

software in the product that is covered by this License,
on a durable

physical medium customarily used for software interchange,
for a price no

more than your reasonable cost of physically performing
this conveying of

source, or (2) access to copy the Corresponding Source
from a network

server at no charge.

c) Convey individual copies of the object code with a copy
of the written

offer to provide the Corresponding Source. This
alternative is allowed

only occasionally and noncommercially, and only if you
received the

object code with such an offer, in accord with subsection
6b.

d) Convey the object code by offering access from a
designated place (gratis

(continues on next page)

(continued from previous page)

or for a charge), and offer equivalent access to the
Corresponding Source
in the same way through the same place at no further
charge. You need not
require recipients to copy the Corresponding Source along
with the object
code. If the place to copy the object code is a network
server, the
Corresponding Source may be on a different server
(operated by you or a
third party) that supports equivalent copying facilities,
provided you
maintain clear directions next to the object code saying
where to find
the Corresponding Source. Regardless of what server hosts
the
Corresponding Source, you remain obligated to ensure that
it is available
for as long as needed to satisfy these requirements.

e) Convey the object code using peer-to-peer transmission,
provided you
inform other peers where the object code and
Corresponding Source of the
work are being offered to the general public at no charge
under
subsection 6d.

A separable portion of the object code, whose source code is
excluded from
the Corresponding Source as a System Library, need not be
included in
conveying the object code work.

A “User Product” is either (1) a “consumer product”, which
means any
tangible personal property which is normally used for
personal, family, or
household purposes, or (2) anything designed or sold for
incorporation into
a dwelling. In determining whether a product is a consumer
product, doubtful
cases shall be resolved in favor of coverage. For a
particular product
received by a particular user, “normally used” refers to a
typical or common
use of that class of product, regardless of the status of
the particular
user or of the way in which the particular user actually

(continues on next page)

(continued from previous page)

uses, or expects or
is expected to use, the product. A product is a consumer
product regardless
of whether the product has substantial commercial,
industrial or
non-consumer uses, unless such uses represent the only
significant mode of
use of the product.

"Installation Information" for a User Product means any
methods, procedures,
authorization keys, or other information required to install
and execute
modified versions of a covered work in that User Product
from a modified
version of its Corresponding Source. The information must
suffice to ensure
that the continued functioning of the modified object code
is in no case
prevented or interfered with solely because modification has
been made.

If you convey an object code work under this section in, or
with, or
specifically for use in, a User Product, and the conveying
occurs as part of
a transaction in which the right of possession and use of
the User Product
is transferred to the recipient in perpetuity or for a fixed
term
(regardless of how the transaction is characterized), the
Corresponding
Source conveyed under this section must be accompanied by
the Installation
Information. But this requirement does not apply if neither
you nor any
third party retains the ability to install modified object
code on the User
Product (for example, the work has been installed in ROM).

The requirement to provide Installation Information does not
include a
requirement to continue to provide support service, warranty,
or updates for
a work that has been modified or installed by the recipient,
or for the User
Product in which it has been modified or installed. Access
to a network may
be denied when the modification itself materially and

(continues on next page)

(continued from previous page)

→adversely affects the
operation of the network or violates the rules and protocols
→for
communication across the network.

Corresponding Source conveyed, and Installation Information
→provided, in
accord with this section must be in a format that is
→publicly documented
(and with an implementation available to the public in
→source code form),
and must require no special password or key for unpacking,
→reading or
copying.

7. Additional Terms.

“Additional permissions” are terms that supplement the
→terms of this
License by making exceptions from one or more of its
→conditions. Additional
permissions that are applicable to the entire Program shall
→be treated as
though they were included in this License, to the extent
→that they are
valid under applicable law. If additional permissions apply
→only to part of
the Program, that part may be used separately under those
→permissions, but
the entire Program remains governed by this License without
→regard to the
additional permissions.

When you convey a copy of a covered work, you may at your
→option remove any
additional permissions from that copy, or from any part of
→it. (Additional
permissions may be written to require their own removal in
→certain cases
when you modify the work.) You may place additional
→permissions on
material, added by you to a covered work, for which you
→have or can give
appropriate copyright permission.

Notwithstanding any other provision of this License, for
→material you add
to a covered work, you may (if authorized by the copyright
→holders of that

(continues on next page)

(continued from previous page)

material) supplement the terms of this License with terms:

- a) Disclaiming warranty or limiting liability differently from the terms of sections 15 and 16 of this License; or
- b) Requiring preservation of specified reasonable legal notices or author attributions in that material or in the Appropriate Legal Notices displayed by works containing it; or
- c) Prohibiting misrepresentation of the origin of that material, or requiring that modified versions of such material be marked in reasonable ways as different from the original version; or
- d) Limiting the use for publicity purposes of names of licensors or authors of the material; or
- e) Declining to grant rights under trademark law for use of some trade names, trademarks, or service marks; or
- f) Requiring indemnification of licensors and authors of that material by anyone who conveys the material (or modified versions of it) with contractual assumptions of liability to the recipient, for any liability that these contractual assumptions directly impose on those licensors and authors.

All other non-permissive additional terms are considered "further restrictions" within the meaning of section 10. If the Program as you received it, or any part of it, contains a notice stating that it is governed by this License along with a term that is a further restriction, you may remove that term. If a license document contains a further restriction but permits relicensing or conveying under this License, you

(continues on next page)

(continued from previous page)

may add to a covered work material governed by the terms of
that license
document, provided that the further restriction does not
survive such
relicensing or conveying.

If you add terms to a covered work in accord with this
section, you must
place, in the relevant source files, a statement of the
additional terms
that apply to those files, or a notice indicating where to
find the
applicable terms.

Additional terms, permissive or non-permissive, may be
stated in the form
of a separately written license, or stated as exceptions;
the above
requirements apply either way.

8. Termination.

You may not propagate or modify a covered work except as
expressly provided
under this License. Any attempt otherwise to propagate or
modify it is
void, and will automatically terminate your rights under
this License
(including any patent licenses granted under the third
paragraph of section
11).

However, if you cease all violation of this License, then
your license from
a particular copyright holder is reinstated (a)
provisionally, unless and
until the copyright holder explicitly and finally
terminates your license,
and (b) permanently, if the copyright holder fails to
notify you of the
violation by some reasonable means prior to 60 days after
the cessation.

Moreover, your license from a particular copyright holder
is reinstated
permanently if the copyright holder notifies you of the
violation by some
reasonable means, this is the first time you have received
notice of

(continues on next page)

(continued from previous page)

violation of this License (for any work) from that
copyright holder, and
you cure the violation prior to 30 days after your receipt
of the notice.

Termination of your rights under this section does not
terminate the
licenses of parties who have received copies or rights from
you under this
License. If your rights have been terminated and not
permanently
reinstated, you do not qualify to receive new licenses for
the same
material under section 10.

9. Acceptance Not Required for Having Copies.

You are not required to accept this License in order to
receive or run a
copy of the Program. Ancillary propagation of a covered
work occurring
solely as a consequence of using peer-to-peer transmission
to receive a
copy likewise does not require acceptance. However, nothing
other than this
License grants you permission to propagate or modify any
covered
work. These actions infringe copyright if you do not accept
this
License. Therefore, by modifying or propagating a covered
work, you
indicate your acceptance of this License to do so.

10. Automatic Licensing of Downstream Recipients.

Each time you convey a covered work, the recipient
automatically receives a
license from the original licensors, to run, modify and
propagate that
work, subject to this License. You are not responsible for
enforcing
compliance by third parties with this License.

An “entity transaction” is a transaction transferring
control of an
organization, or substantially all assets of one, or
subdividing an
organization, or merging organizations. If propagation of a
covered work

(continues on next page)

(continued from previous page)

results from an entity transaction, each party to that transaction who receives a copy of the work also receives whatever licenses to the work the party's predecessor in interest had or could give under the previous paragraph, plus a right to possession of the Corresponding Source of the work from the predecessor in interest, if the predecessor has it or can get it with reasonable efforts.

You may not impose any further restrictions on the exercise of the rights granted or affirmed under this License. For example, you may not impose a license fee, royalty, or other charge for exercise of rights granted under this License, and you may not initiate litigation (including a cross-claim or counterclaim in a lawsuit) alleging that any patent claim is infringed by making, using, selling, offering for sale, or importing the Program or any portion of it.

11. Patents.

A "contributor" is a copyright holder who authorizes use under this License of the Program or a work on which the Program is based. The work thus licensed is called the contributor's "contributor version".

A contributor's "essential patent claims" are all patent claims owned or controlled by the contributor, whether already acquired or hereafter acquired, that would be infringed by some manner, permitted by this License, of making, using, or selling its contributor version, but do not include claims that would be infringed only as a consequence of further modification of the contributor version. For purposes of this definition, "control" includes the right to grant patent sublicenses in a manner consistent with the requirements of this License.

(continues on next page)

(continued from previous page)

Each contributor grants you a non-exclusive, worldwide,
royalty-free patent
license under the contributor's essential patent claims, to
make, use,
sell, offer for sale, import and otherwise run, modify and
propagate the
contents of its contributor version.

In the following three paragraphs, a "patent license" is
any express
agreement or commitment, however denominated, not to
enforce a patent (such
as an express permission to practice a patent or covenant
not to sue for
patent infringement). To "grant" such a patent license to a
party means to
make such an agreement or commitment not to enforce a
patent against the
party.

If you convey a covered work, knowingly relying on a patent
license, and
the Corresponding Source of the work is not available for
anyone to copy,
free of charge and under the terms of this License, through
a publicly
available network server or other readily accessible means,
then you must
either (1) cause the Corresponding Source to be so
available, or (2)
arrange to deprive yourself of the benefit of the patent
license for this
particular work, or (3) arrange, in a manner consistent
with the
requirements of this License, to extend the patent license
to downstream
recipients. "Knowingly relying" means you have actual
knowledge that, but
for the patent license, your conveying the covered work in
a country, or
your recipient's use of the covered work in a country,
would infringe one
or more identifiable patents in that country that you have
reason to
believe are valid.

If, pursuant to or in connection with a single transaction
or arrangement,

(continues on next page)

(continued from previous page)

you convey, or propagate by procuring conveyance of, a
covered work, and
grant a patent license to some of the parties receiving the
covered work
authorizing them to use, propagate, modify or convey a
specific copy of the
covered work, then the patent license you grant is
automatically extended
to all recipients of the covered work and works based on it.

A patent license is “discriminatory” if it does not include
within the
scope of its coverage, prohibits the exercise of, or is
conditioned on the
non-exercise of one or more of the rights that are
specifically granted
under this License. You may not convey a covered work if
you are a party to
an arrangement with a third party that is in the business
of distributing
software, under which you make payment to the third party
based on the
extent of your activity of conveying the work, and under
which the third
party grants, to any of the parties who would receive the
covered work from
you, a discriminatory patent license (a) in connection with
copies of the
covered work conveyed by you (or copies made from those
copies), or (b)
primarily for and in connection with specific products or
compilations that
contain the covered work, unless you entered into that
arrangement, or that
patent license was granted, prior to 28 March 2007.

Nothing in this License shall be construed as excluding or
limiting any
implied license or other defenses to infringement that may
otherwise be
available to you under applicable patent law.

12. No Surrender of Others' Freedom.

If conditions are imposed on you (whether by court order,
agreement or
otherwise) that contradict the conditions of this License,
they do not
excuse you from the conditions of this License. If you

(continues on next page)

(continued from previous page)

cannot convey a covered work so as to satisfy simultaneously your obligations under this License and any other pertinent obligations, then as a consequence you may not convey it at all. For example, if you agree to terms that obligate you to collect a royalty for further conveying from those to whom you convey the Program, the only way you could satisfy both those terms and this License would be to refrain entirely from conveying the Program.

13. Use with the GNU Affero General Public License.

Notwithstanding any other provision of this License, you have permission to link or combine any covered work with a work licensed under version 3 of the GNU Affero General Public License into a single combined work, and to convey the resulting work. The terms of this License will continue to apply to the part which is the covered work, but the special requirements of the GNU Affero General Public License, section 13, concerning interaction through a network will apply to the combination as such.

14. Revised Versions of this License.

The Free Software Foundation may publish revised and/or new versions of the GNU General Public License from time to time. Such new versions will be similar in spirit to the present version, but may differ in detail to address new problems or concerns.

Each version is given a distinguishing version number. If the Program specifies that a certain numbered version of the GNU General Public License "or any later version" applies to it, you have the option of following the terms and conditions either of that numbered version or of any later version published by the Free Software Foundation. If the Program does not specify a

(continues on next page)

(continued from previous page)

version number of the GNU General Public License, you may
choose any version
ever published by the Free Software Foundation.

If the Program specifies that a proxy can decide which
future versions of
the GNU General Public License can be used, that proxy's
public statement of
acceptance of a version permanently authorizes you to choose
that version
for the Program.

Later license versions may give you additional or different
permissions. However, no additional obligations are imposed
on any author or
copyright holder as a result of your choosing to follow a
later version.

15. Disclaimer of Warranty.

THERE IS NO WARRANTY FOR THE PROGRAM, TO THE EXTENT
PERMITTED BY APPLICABLE
LAW. EXCEPT WHEN OTHERWISE STATED IN WRITING THE COPYRIGHT
HOLDERS AND/OR
OTHER PARTIES PROVIDE THE PROGRAM "AS IS" WITHOUT WARRANTY
OF ANY KIND,
EITHER EXPRESSED OR IMPLIED, INCLUDING, BUT NOT LIMITED TO,
THE IMPLIED
WARRANTIES OF MERCHANTABILITY AND FITNESS FOR A PARTICULAR
PURPOSE. THE
ENTIRE RISK AS TO THE QUALITY AND PERFORMANCE OF THE PROGRAM
IS WITH
YOU. SHOULD THE PROGRAM PROVE DEFECTIVE, YOU ASSUME THE COST
OF ALL
NECESSARY SERVICING, REPAIR OR CORRECTION.

16. Limitation of Liability.

IN NO EVENT UNLESS REQUIRED BY APPLICABLE LAW OR AGREED TO
IN WRITING WILL
ANY COPYRIGHT HOLDER, OR ANY OTHER PARTY WHO MODIFIES AND/OR
CONVEYS THE
PROGRAM AS PERMITTED ABOVE, BE LIABLE TO YOU FOR DAMAGES,
INCLUDING ANY
GENERAL, SPECIAL, INCIDENTAL OR CONSEQUENTIAL DAMAGES
ARISING OUT OF THE USE
OR INABILITY TO USE THE PROGRAM (INCLUDING BUT NOT LIMITED
TO LOSS OF DATA
OR DATA BEING RENDERED INACCURATE OR LOSSES SUSTAINED BY YOU

(continues on next page)

(continued from previous page)

~~OR THIRD~~~~PARTIES OR A FAILURE OF THE PROGRAM TO OPERATE WITH ANY~~~~OTHER PROGRAMS),~~~~EVEN IF SUCH HOLDER OR OTHER PARTY HAS BEEN ADVISED OF THE~~~~POSSIBILITY OF~~~~SUCH DAMAGES.~~

17. Interpretation of Sections 15 and 16.

If the disclaimer of warranty and limitation of liability
~~provided above~~

~~cannot be given local legal effect according to their terms,~~
~~reviewing~~

~~courts shall apply local law that most closely approximates~~
~~an absolute~~

~~waiver of all civil liability in connection with the Program,~~

~~unless a~~

~~warranty or assumption of liability accompanies a copy of~~
~~the Program in~~

~~return for a fee.~~

8.2 Geographic maps

As a flight navigation program, **Enroute Flight Navigation** heavily relies on geographic map data. The geographic maps are not included in the program, but are downloaded at runtime. They are compiled from the following sources.

- The base maps are modified data from [OpenMapTiles](#), published under a CC-BY 4.0 design license.
- The aviation maps contain data from [openAIP](#), licensed under a CC BY-NC-SA license.
- The aviation maps contain data from [open flightmaps](#), licensed under the OFMA General Users' License.

8.3 Software and data included in the program

Depending on platform and configuration, the following components might be included in the installation of **Enroute Flight Navigation**.

- Adobe Glyph List For New Fonts. BSD 3-Clause "New" or "Revised" License.
- Anti-aliasing rasterizer from [FreeType 2](#). Freetype Project License or GNU General Public License v2.0 only.
- Bitstream Vera Font. Bitstream Vera Font License.
- [BLAKE2 \(reference implementation\)](#). Creative Commons Zero v1.0 Universal or Apache License 2.0.
- [Catch2](#). Boost Software License 1.0.

- Clip2Tri Polygon Triangulation Library. MIT License.
- Clipper Polygon Clipping Library. Boost Software License 1.0.
- Cocoa Platform Plugin. BSD 3-clause “New” or “Revised” License.
- Cycle. MIT License.
- Data Compression Library (zlib). zlib License.
- DejaVu Fonts. Bitstream Vera Font License.
- Earcut Polygon Triangulation Library. ISC License.
- Earth Gravitational Model. Public Domain.
- Easing Equations by Robert Penner. BSD 3-clause “New” or “Revised” License.
- Efficient Binary-Decimal and Decimal-Binary Conversion Routines for IEEE Doubles. BSD 3-clause “New” or “Revised” License.
- extra-cmake-modules. BSD-3-Clause.
- fontawesome. SIL Open Font Licence 1.1.
- forkfd. MIT License.
- Freetype 2. Freetype Project License or GNU General Public License v2.0 only.
- Freetype 2 - Bitmap Distribution Format (BDF) support. MIT License.
- Freetype 2 - Portable Compiled Format (PCF) support. MIT License and MIT Open Group variant.
- Freetype 2 - zlib. zlib License.
- geosimplify-js polyline simplification library. geosimplify-js License.
- Google Fonts. Apache 2 License.
- Google Material Icon Font. Apache Licence 2.0.
- Gradle wrapper. Apache License 2.0.
- Guidelines Support Library. MIT License.
- HarfBuzz-NG. MIT License.
- IAccessible2 IDL Specification. BSD 3-clause “New” or “Revised” License.
- JavaScriptCore Macro Assembler. BSD 2-clause “Simplified” License.
- jQuery. MIT License.
- KDAB’s helper class for single-instance policy applications. MIT License.
- KWin. BSD-3-Clause.
- libdus-1 headers. Academic Free License v2.1, or GNU General Public License v2.0 or later.
- LibJPEG-turbo. Independent JPEG Group License and BSD 3-Clause “New” or “Revised” License and zlib License.
- LibPNG. libpng License and PNG Reference Library version 2.
- libpsl - C library to handle the Public Suffix List. BSD 3-clause “New” or “Revised” License.
- libzip. 3-clause BSD license.

- [Linux Performance Events](#). GNU General Public License v2.0 only with Linux Syscall Note.
- [lunr.js](#). MIT License.
- [Material Design Icons](#). Apache License.
- [Material Sphinx Theme](#). MIT License.
- [MD4](#). Public Domain.
- [MD4C](#). MIT License.
- [MD5](#). Public Domain.
- [Metaf library](#). MIT License.
- [Native Style for Android](#). Apache License 2.0.
- [OpenGL ES 2 Headers](#). MIT License.
- [OpenGL Headers](#). MIT License.
- [openSSL library](#). Apache 2 License.
- [OSM Liberty](#). BSD License.
- [PCRE2](#). BSD 3-clause “New” or “Revised” License.
- [PCRE2 - Stack-less Just-In-Time Compiler](#). BSD 2-clause “Simplified” License.
- [Pixman](#). MIT License.
- [Poly2Tri Polygon Triangulation Library](#). BSD 3-clause “New” or “Revised” License.
- [QEventDispatcher on macOS](#). BSD 3-clause “New” or “Revised” License.
- [QHttpEngine](#). MIT License.
- [Qt Toolkit, Libraries and Modules](#). GNU General Public License v3.0.
- [Secure Hash Algorithm SHA-1](#). Public Domain.
- [Secure Hash Algorithm SHA-3 - brg_endian](#). BSD 2-clause “Simplified” License.
- [Secure Hash Algorithm SHA-3 - Keccak](#). Creative Commons Zero v1.0 Universal.
- [Secure Hash Algorithms SHA-384 and SHA-512](#). BSD 3-clause “New” or “Revised” License.
- [Shadow values from Angular Material](#). MIT License.
- [SipHash Algorithm](#). Creative Commons Zero v1.0 Universal.
- [Smooth Scaling Algorithm](#). BSD 2-clause “Simplified” License and Imlib2 License.
- [SQLite](#). Public Domain.
- [sRGB color profile icc file](#). International Color Consortium License.
- [Tango Icons](#). Public Domain.
- [Tango Weather Icon Pack by Darkobra](#). Public Domain.
- [The Public Suffix List](#). Mozilla Public License 2.0.
- [TIFF Software Distribution \(libtiff\)](#). libtiff License.
- [TinyCBOR](#). MIT License.

- [underscore](#). MIT License.
- [Unicode Character Database \(UCD\)](#). Unicode License Agreement - Data Files and Software (2016).
- [Unicode Common Locale Data Repository \(CLDR\)](#). Unicode License Agreement - Data Files and Software (2016).
- [Valgrind](#). BSD 4-clause “Original” or “Old” License.
- [Vulkan API Registry](#). Apache License 2.0 or MIT License.
- [Vulkan Memory Allocator](#). MIT License.
- [WebGradients](#). MIT License.
- [WebP \(libwebp\)](#). BSD 3-clause “New” or “Revised” License.
- [Wintab API](#). LCS-Telegraphics License.
- [X Server helper](#). X11 License and Historical Permission Notice and Disclaimer.
- [xcb-xinput](#). MIT License.
- [XSVG](#). Historical Permission Notice and Disclaimer - sell variant.

9. Privacy Policies

9.1 English

We do not process any personal data from you. Data that you enter into the app (including routes, waypoints, and aircraft specifics) is stored locally on your device. The data not transmitted to us and is not processed by us.

However, to ensure the functionality, the app must transmit following data to servers on the internet.

- The app regularly checks for updates and allows downloading maps and data from a [server at the University of Freiburg](#) to your device. In order to provide this functionality, your device's IP address must be transmitted to the server. Knowledge of the IP address is necessary for the server to respond. However, the server does not store any personal data about you in its log files. In particular, it does not store the IP address of your device in its log files. We can assure this because the server is under our control.
- The app shows METARs and TAFs for airfields near your current location and near your currently planned route. It also shows METARs and TAFs for all waypoints that you open in the app. In order to provide this functionality, your current location, your currently planned route, waypoint coordinates, and your device's IP address must be transmitted to web services at the [Aviation Weather Center](#). Knowledge of the IP address is necessary for the web services to respond. The web services cannot read any other data from your device in the process. However, you must expect that your device's IP address will be stored together with the transmitted position data. The web services are operated by the US government and are beyond our control. Detailed information about these web services can be found at <https://www.aviationweather.gov/dataserver>.
- The app shows NOTAMs for places near your current location and near your currently planned route. It also shows NOTAMs for all waypoints that you open in the app. In order to provide this functionality, your current location, your currently planned route, waypoint coordinates, and your device's IP address must be transmitted to web services at the [Federal Aviation Administration](#). Knowledge of the IP address is necessary for the web services to respond. The web services cannot read any other data from your device in the process. However, you must expect that the IP address of your device will be stored together with the transmitted position data. The web services are operated by the US government and are beyond our control. Detailed information about these web services can be found at <https://api.faa.gov/s>.

Responsible: Stefan Kebekus, Wintererstraße 77, 79104 Freiburg im Breisgau, Germany

9.2 Deutsche Übersetzung

Wir verarbeiten keine personenbezogenen Daten von Ihnen. Daten, die Sie in dieser App eingeben (wie zum Beispiel Routen, Wegpunkte und Luftfahrzeugdaten), werden nur lokal auf dem Gerät abgelegt. Die Daten werden nicht an uns übermittelt und nicht von uns verarbeitet.

Um die Funktionalität der App gewährleisten zu können müssen allerdings folgende Daten an Server im Internet übermittelt werden.

- Die App sucht regelmäßig nach Updates und bietet die Möglichkeit, Karten und Daten von einem Server der Universität Freiburg auf Ihr Gerät herunterzuladen. Um diese Funktionalität anzubieten, muss die IP-Adresse Ihres Geräts an den Server übertragen werden. Der Server benötigt die IP-Adresse, um Ihrem Gerät zu antworten. Der Server speichert aber keine personenbezogenen Daten von Ihnen in den Logdateien. Dies gilt insbesondere für die IP-Adresse Ihres Geräts. Wir können dies zusichern, weil sich der Server unter unserer Kontrolle befindet.
- Die App zeigt Ihnen METARs und TAFs für Landeplätze nahe Ihrem aktuellen Standort und Ihrer geplanten Route an. Die App zeigt zusätzlich METARs und TAFs für alle Wegpunkte an, die Sie in der App öffnen. Um diese Funktionalität anzubieten, muss die App Ihren aktuellen Standort, Ihre geplante Route, Wegpunktkoordinaten und die IP-Adresse Ihres Geräts an Webservices des Aviation Weather Center übermitteln. Die Webservices benötigen die IP-Adresse, um Ihrem Gerät zu antworten. Die Webservices können keine weiteren Daten Ihres Gerätes auslesen. Allerdings müssen Sie damit rechnen, dass die IP-Adresse Ihres Gerätes zusammen mit den übermittelten Positionsdaten gespeichert wird. Die Webservices werden von der US-Regierung betrieben und entziehen sich unserer Kontrolle. Detaillierte Informationen zu den Webservices finden Sie unter <https://www.aviationweather.gov/dataserver>.
- Die App zeigt Ihnen NOTAMs für Orte nahe Ihres aktuellen Standorts und Ihrer aktuell geplante Route an. Die App zeigt zusätzlich NOTAMs für alle Wegpunkte an, die Sie in der App öffnen. Um diese Funktionalität anzubieten, muss die App Ihren aktuellen Standort, Ihre aktuell geplante Route, Wegpunktkoordinaten und die IP-Adresse Ihres Geräts an Webservices der Federal Aviation Administration übermitteln. Die Webservices benötigen die IP-Adresse, um Ihrem Gerät zu antworten. Die Webservices können keine weiteren Daten Ihres Gerätes auslesen. Allerdings müssen Sie damit rechnen, dass die IP-Adresse Ihres Gerätes zusammen mit den übermittelten Positionsdaten gespeichert wird. Die Webservices werden von der US-Regierung betrieben und entziehen sich unserer Kontrolle. Detaillierte Informationen zu den Webservices finden Sie unter <https://api.faa.gov/s>.

Verantwortlich: Stefan Kebekus, Wintererstraße 77, 79104 Freiburg im Breisgau, Germany

9.3 Traduction en français

Nous ne traitons aucune donnée personnelle vous concernant. Les données que vous entrez dans l'application (y compris les itinéraires, les waypoints et les spécificités de l'avion) sont stockées localement sur votre appareil. Les données ne nous sont pas transmises et ne sont pas traitées par nous.

Cependant, pour assurer la fonctionnalité, l'application doit transmettre les données suivantes aux serveurs sur Internet.

- L'application vérifie régulièrement les mises à jour et permet de télécharger des cartes et des données depuis un serveur de l'Université de Fribourg sur votre appareil. Afin de fournir cette fonctionnalité, l'adresse IP de votre appareil doit être transmise au serveur. La connaissance de l'adresse IP est nécessaire pour que le serveur réponde. Cependant, le serveur ne stocke aucune

donnée personnelle vous concernant dans ses fichiers journaux. En particulier, il ne stocke pas l'adresse IP de votre appareil dans ses fichiers journaux. Nous pouvons l'assurer car le serveur est sous notre contrôle.

- L'application affiche les METAR et les TAF pour les aérodromes à proximité de votre position actuelle et à proximité de votre itinéraire actuellement planifié. Il affiche également les METAR et les TAF pour tous les waypoints que vous ouvrez dans l'application. Afin de fournir cette fonctionnalité, votre emplacement actuel, votre itinéraire actuellement planifié, les coordonnées du point de cheminement et l'adresse IP de votre appareil doivent être transmis aux services Web à l'adresse [Aviation Weather Centre](#). La connaissance de l'adresse IP est nécessaire pour que les services Web répondent. Les services Web ne peuvent pas lire d'autres données de votre appareil au cours du processus. Cependant, vous devez vous attendre à ce que l'adresse IP de votre appareil soit stockée avec les données de position transmises. Les services Web sont exploités par le gouvernement américain et échappent à notre contrôle. Des informations détaillées sur ces services Web sont disponibles sur <https://www.aviationweather.gov/dataserver>.
- L'application affiche les NOTAM des lieux proches de votre position actuelle et de votre itinéraire actuellement planifié. Il affiche également les NOTAM pour tous les waypoints que vous ouvrez dans l'application. Afin de fournir cette fonctionnalité, votre emplacement actuel, votre itinéraire actuellement planifié, les coordonnées du point de cheminement et l'adresse IP de votre appareil doivent être transmis aux services Web à l'adresse [Federal Aviation Administratif](#). La connaissance de l'adresse IP est nécessaire pour que les services Web répondent. Les services Web ne peuvent pas lire d'autres données de votre appareil au cours du processus. Cependant, vous devez vous attendre à ce que l'adresse IP de votre appareil soit stockée avec les données de position transmises. Les services Web sont exploités par le gouvernement américain et échappent à notre contrôle. Des informations détaillées sur ces services Web sont disponibles sur <https://api.faa.gov/s>.

Responsabile: Stefan Kebekus, Wintererstraße 77, 79104 Freiburg im Breisgau, Germany

9.4 Traduzione italiana

Non elaboriamo alcun dato personale da te. I dati che inserisci nell'app (incluse rotte, waypoint e specifiche del velivolo) vengono memorizzati localmente sul tuo dispositivo. I dati non ci vengono trasmessi e non li elaboriamo.

Tuttavia, per garantire la funzionalità, l'app deve trasmettere i seguenti dati ai server in Internet.

- L'app controlla regolarmente la presenza di aggiornamenti e consente di scaricare mappe e dati da un [server dell'Università di Freiburg](#) sul tuo dispositivo. Per fornire questa funzionalità, l'indirizzo IP del tuo dispositivo deve essere trasmesso al server. La conoscenza dell'indirizzo IP è necessaria affinché il server risponda. Tuttavia, il server non memorizza alcun dato personale su di te nei suoi file di registro. In particolare, non memorizza l'indirizzo IP del tuo dispositivo nei suoi file di registro. Possiamo assicurarci perché il server è sotto il nostro controllo.
- L'app mostra METAR e TAF per gli aeroporti vicino alla tua posizione corrente e vicino al tuo percorso attualmente pianificato. Mostra anche METAR e TAF per tutti i waypoint che apri nell'app. Per fornire questa funzionalità, la tua posizione attuale, il tuo percorso attualmente pianificato, le coordinate del waypoint e l'indirizzo IP del tuo dispositivo devono essere trasmessi ai servizi web su [Aviation Weather Centro](#). La conoscenza dell'indirizzo IP è necessaria affinché i servizi Web possano rispondere. I servizi Web non possono leggere altri dati dal tuo dispositivo durante il processo. Tuttavia, devi aspettarti che l'indirizzo IP del tuo dispositivo venga memorizzato insieme ai dati sulla posizione trasmessi. I servizi Web sono gestiti dal governo degli Stati

Uniti e sono al di fuori del nostro controllo. Informazioni dettagliate su questi servizi Web sono disponibili all'indirizzo <https://www.aviationweather.gov/dataserver>.

- L'app mostra i NOTAM per i luoghi vicini alla posizione corrente e al percorso attualmente pianificato. Mostra anche i NOTAM per tutti i waypoint che apri nell'app. Per fornire questa funzionalità, la tua posizione attuale, il tuo percorso attualmente pianificato, le coordinate del waypoint e l'indirizzo IP del tuo dispositivo devono essere trasmessi ai servizi web all'**Federal Aviation Amministrazione**. La conoscenza dell'indirizzo IP è necessaria affinché i servizi Web possano rispondere. I servizi Web non possono leggere altri dati dal tuo dispositivo durante il processo. Tuttavia, devi aspettarti che l'indirizzo IP del tuo dispositivo venga memorizzato insieme ai dati sulla posizione trasmessi. I servizi Web sono gestiti dal governo degli Stati Uniti e sono al di fuori del nostro controllo. Informazioni dettagliate su questi servizi Web sono disponibili all'indirizzo <https://api.faa.gov/s>.

Responsabile: Stefan Kebekus, Wintererstraße 77, 79104 Freiburg im Breisgau, Germany

9.5 Polskie tłumaczenie

Nie przetwarzamy żadnych danych osobowych użytkownika. Dane wprowadzane do aplikacji (w tym trasy, punkty trasy i dane samolotu) są przechowywane lokalnie na urządzeniu użytkownika. Dane te nie są przesyłane do nas i nie są przez nas przetwarzane.

Aby jednak zapewnić funkcjonalność, aplikacja musi przesyłać następujące dane do serwerów w Internecie.

- Aplikacja regularnie sprawdza dostępność aktualizacji i umożliwia pobieranie map i danych z serwera **Uniwersytetu we Fryburgu** na urządzenie użytkownika. Aby zapewnić tę funkcję, adres IP urządzenia musi zostać przesłany do serwera. Znajomość adresu IP jest konieczna, aby serwer mógł odpowiedzieć. Serwer nie przechowuje jednak żadnych danych osobowych użytkownika w swoich plikach dziennika. W szczególności nie przechowuje adresu IP urządzenia użytkownika w swoich plikach dziennika. Możemy to zapewnić, ponieważ serwer jest pod naszą kontrolą.
- Aplikacja pokazuje komunikaty METAR i TAF dla lotnisk znajdujących się w pobliżu Twojej aktualnej lokalizacji oraz aktualnie planowanej trasy. Pokazuje również komunikaty METAR i TAF dla wszystkich punktów trasy, które otworzyłeś w aplikacji. Aby zapewnić tę funkcję, Twoja bieżąca lokalizacja, aktualnie zaplanowana trasa, współrzędne punktu nawigacyjnego i adres IP Twojego urządzenia muszą zostać przesłane do usług sieciowych pod adresem **Centrum pogody lotniczej**. Znajomość adresu IP jest niezbędna, aby usługi sieciowe mogły odpowiedzieć. Usługi sieciowe nie mogą w tym czasie odczytywać żadnych innych danych z urządzenia. Musisz jednak liczyć się z tym, że adres IP Twojego urządzenia będzie przechowywany razem z przesyłanymi danymi o pozycji. Usługi internetowe są obsługiwane przez rząd Stanów Zjednoczonych i są poza naszą kontrolą. Szczegółowe informacje na temat tych usług internetowych można znaleźć na stronie <https://www.aviationweather.gov/dataserver>.
- Aplikacja wyświetla NOTAMy dla miejsc w pobliżu Twojej aktualnej lokalizacji oraz w pobliżu aktualnie planowanej trasy. Pokazuje również NOTAMy dla wszystkich punktów trasy, które otwierasz w aplikacji. Aby zapewnić tę funkcję, Twoja bieżąca lokalizacja, aktualnie zaplanowana trasa, współrzędne punktu nawigacyjnego i adres IP Twojego urządzenia muszą zostać przesłane do usług sieciowych w **Federalna administracja lotnicza**. Znajomość adresu IP jest niezbędna, aby usługi sieciowe mogły odpowiedzieć. Usługi sieciowe nie mogą w tym czasie odczytywać żadnych innych danych z urządzenia. Musisz jednak liczyć się z tym, że adres IP Twojego urządzenia będzie przechowywany wraz z przesyłanymi danymi o pozycji. Usługi internetowe są obsługiwane przez rząd Stanów Zjednoczonych i są poza naszą kontrolą. Szczegółowe

informacje o tych usługach internetowych można znaleźć na stronie <https://api.faa.gov/s>.

Odpowiedzialny: Stefan Kebekus, Wintererstraße 77, 79104 Freiburg im Breisgau, Germany

9.6 Traducción al español

No procesamos ningún dato personal suyo. Los datos que ingresa en la aplicación (incluidas las rutas, los waypoints y los detalles de la aeronave) se almacenan localmente en su dispositivo. Los datos no se transmiten a nosotros y no son procesados por nosotros.

Sin embargo, para garantizar la funcionalidad, la aplicación debe transmitir los siguientes datos a los servidores en Internet.

- La aplicación comprueba periódicamente si hay actualizaciones y permite descargar mapas y datos desde un servidor de la Universidad de Friburgo `<<https://cplx.vm.uni-freiburg.de/storage>>` a su dispositivo. Para proporcionar esta funcionalidad, la dirección IP de su dispositivo debe transmitirse al servidor. El conocimiento de la dirección IP es necesario para que el servidor responda. Sin embargo, el servidor no almacena ningún dato personal sobre usted en sus archivos de registro. En particular, no almacena la dirección IP de su dispositivo en sus archivos de registro. Podemos asegurar esto porque el servidor está bajo nuestro control.
- La aplicación muestra METAR y TAF para aeródromos cerca de su ubicación actual y cerca de su ruta planificada actualmente. También muestra METAR y TAF para todos los waypoints que abra en la aplicación. Para proporcionar esta funcionalidad, su ubicación actual, su ruta planificada actualmente, las coordenadas de los puntos intermedios y la dirección IP de su dispositivo deben transmitirse a los servicios web en [Aviation Weather Centro](#). El conocimiento de la dirección IP es necesario para que los servicios web respondan. Los servicios web no pueden leer ningún otro dato de su dispositivo en el proceso. Sin embargo, debe esperar que la dirección IP de su dispositivo se almacene junto con los datos de posición transmitidos. Los servicios web son operados por el gobierno de los EE. UU. y están fuera de nuestro control. Puede encontrar información detallada sobre estos servicios web en <https://www.aviationweather.gov/dataserver>.
- La aplicación muestra NOTAM para lugares cercanos a su ubicación actual y cerca de su ruta planificada actualmente. También muestra los NOTAM de todos los waypoints que abra en la aplicación. Para proporcionar esta funcionalidad, su ubicación actual, su ruta planificada actualmente, las coordenadas de los puntos intermedios y la dirección IP de su dispositivo deben transmitirse a los servicios web en [Federal Aviation Administración](#). El conocimiento de la dirección IP es necesario para que los servicios web respondan. Los servicios web no pueden leer ningún otro dato de su dispositivo en el proceso. Sin embargo, debe esperar que la dirección IP de su dispositivo se almacene junto con los datos de posición transmitidos. Los servicios web son operados por el gobierno de los EE. UU. y están fuera de nuestro control. Puede encontrar información detallada sobre estos servicios web en <https://api.faa.gov/s>.

Responsable: Stefan Kebekus, Wintererstraße 77, 79104 Freiburg im Breisgau, Germany

10. Authors

The app **Enroute Flight Navigation** was written by Stefan Kebekus, flight enthusiast since 1986 and member of the Akaflieg Freiburg flight club. Stefan flies gliders and motor planes.

Address: Stefan Kebekus, Wintererstraße 77, 79104 Freiburg, Germany · stefan.kebekus@gmail.com

10.1 Contributions

iOS Version The app has been ported to iOS by Simon Schneider. Simon is currently student pilot (PPL) and member of the Akaflieg Freiburg flight club, just like Stefan.

Programming Heinz Blöchinger has helped us with OpenAir support. After 15 years of alpine gliding, Heinz has fulfilled a big dream and now flies helicopters.

10.2 Translations

- **French:** Adrien Crovato and Luca Riva. Both are private pilots and aerospace engineers. Luca is also doing aerobatics.
- **German:** Markus Sachs. Markus flies trikes and is an enthusiastic ‘Co’ on everything else that flies.
- **Italian:** Ivan Battistella and Antonio Fardella. Antonio is a naval aviator with a passion for everything challenging.
- **Polish:** Sławek Mikuła.
- **Spanish:** Luca Riva.

10.3 Alumni

- Luca Bertoncello (Italian translation)
- Adrien Crovato (Integration of weather information)
- Michael Horbaschk (Manual)
- Szymon Kocur (Polish translation)
- Heiner Tholen (User interface)
- Johannes Zellner (Geoid correction for altitude)