
Enroute Flight Navigation

Stefan Kebekus

Oct 30, 2023

Contents

1	Introduction	1
2	Getting Started	3
2.1	Think before you fly	3
2.2	Installation and setup	4
2.3	Before your first flight	6
3	Further Steps	11
3.1	Connect to your traffic receiver	11
3.2	Connect to the SafeSky app	14
3.3	Find nearby waypoints	16
3.4	Check Weather	16
3.5	Plan a Flight	19
3.6	Manage a waypoint library	23
3.7	Connect your flight simulator	25
3.8	Report issues or make a suggestion	31
3.9	Make a donation	32
4	Advanced Use	33
4.1	Use your own maps	33
4.2	Import airspace data	35
4.3	Import visual approach charts	37
5	Reference: Pages	41
5.1	Main page and moving map	41
5.2	Settings Page	49
5.3	About Enroute Flight Navigation	51
6	Reference: Other	53
6.1	Data shown in this app	53
6.2	Platform notes	56
6.3	Airspace Display	58
7	Appendix	63
7.1	Authors	63
7.2	Software license	64
7.3	Third party software and data	76

7.4	Technical Notes	80
7.5	Tips & Tricks	82
7.6	Privacy Policies	83

1

Introduction

Enroute Flight Navigation is a free flight navigation app for Android and other devices. 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](https://akaflieg-freiburg.de/)¹, 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, codes, elevations 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.

Enroute Flight Navigation includes flight weather data downloaded from the [NOAA - Aviation Weather Center](https://www.aviationweather.gov/)².

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.

This manual describes program version 2.27.1.

¹ <https://akaflieg-freiburg.de/>

² <https://www.aviationweather.gov/>

2

Getting Started

2.1 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.2010³

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.

2.1.1 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.

³ <https://eur-lex.europa.eu/LexUriServ/LexUriServ.do?uri=OJ:L:2012:281:0001:0066:EN:PDF>

2.1.2 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.

2.1.3 Operating system limitations

We expect that most users will run the software on mobile phones or tablet computers running the Android operating system. Android is not officially approved or certified for aviation. While we expect that the app will run fine for the vast majority of Android users, please keep the following in mind.

- The Android 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, most notably One Plus, Huawei and Samsung equip their phone 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. Google’s own “Pixel” and “Nexus” devices do not have these problems. See the website [Don’t kill my app⁴](#) for more information.

2.1.4 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.

2.2 Installation and setup

2.2.1 App installation

Installation on mobile devices

Enroute Flight Navigation is available for free on [Google Play⁵](#) and on the [App Store⁶](#).

Installation on Linux desktop machines

Enroute Flight Navigation is available for free on [flathub.org⁷](#). Depending on your Linux distribution, you might also find the app in the software management application on your computer.

⁴ <https://dontkillmyapp.com>

⁵ https://play.google.com/store/apps/details?id=de.akaflieg_freiburg.enroute

⁶ <https://apps.apple.com/us/app/enroute-flight-navigation/id6448892176>

⁷ https://flathub.org/apps/details/de.akaflieg_freiburg.enroute

After installation, start the app. Depending on the platform, you might need to grant the necessary permissions. You will be asked to accept the terms and conditions.

Enroute Flight Navigation cannot be used without geographic maps. As the last step in the installation, 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.

2.2.2 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

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.

2.2.3 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.

2.3 Before your first flight

Now you are ready for the first use of **Enroute Flight Navigation**. General operation is very intuitive. 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.

2.3.1 The moving map

After startup, the app will show a moving map, similar in style to the standard ICAO maps that most pilots are used to. You can 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

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.

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.

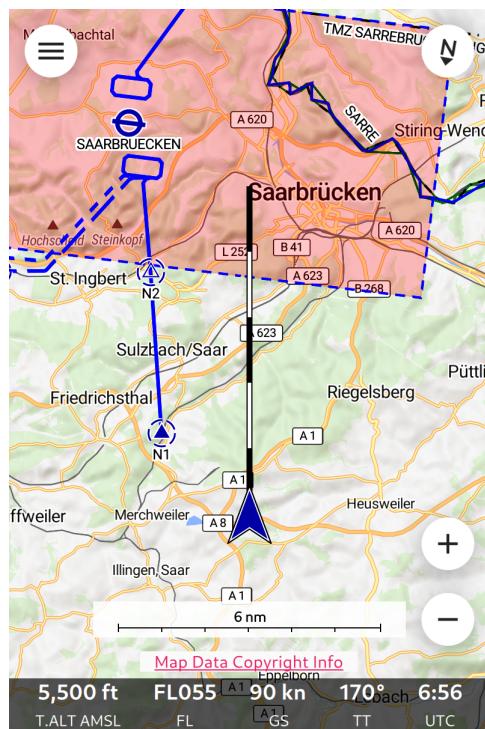


Fig. 3: Moving map display in flight



Fig. 4: Projected flight path for the next five minutes

Enroute Flight Navigation

Once you are familiar with the app, please have a look at the Section [Connect to your traffic receiver](#) of this manual.

2.3.2 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.**

2.3.3 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
	This control is shown when the app is not connected to a traffic data receiver. A click opens the traffic receiver status page.

2.3.4 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

2.3.5 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 *Further Steps*.

Further Steps

3.1 Connect to 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. The section *Main page and moving map* covers the traffic display in detail.

- 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”.

Enroute Flight Navigation

- 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.

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.

3.1.1 Compatibility

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

- AT-1 AIR Traffic⁸ by Air Avionics⁹.
- PowerFLARM Core¹⁰ by FLARM Technology Ltd¹¹, and AIR Connect¹² Wi-Fi Adaptor by Air Avionics¹³.
- PowerFLARM Fusion¹⁴ by FLARM Technology Ltd¹⁵.

Users reported success with the following traffic receivers.

- PilotAware Rosetta¹⁶
- SkyEcho2¹⁷ – but see the Sections *Known issues with SkyEcho devices* and *Known issues with GDL90*
- pingUSB¹⁸ – but see the Sections *Known issues with pingUSB devices* and *Known issues with GDL90*
- Stratux devices¹⁹
- TTGO T-Beam devices²⁰

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.

⁸ http://www.air-avionics.com/?page_id=253

⁹ <http://www.air-avionics.com/>

¹⁰ <https://flarm.com/flarm-product/powerflarm-core-pure/>

¹¹ <https://flarm.com/>

¹² https://www.air-avionics.com/?page_id=401

¹³ <http://www.air-avionics.com/>

¹⁴ <https://flarm.com/flarm-product/powerflarm-fusion/>

¹⁵ <https://flarm.com/>

¹⁶ <https://www.pilotaware.com/rosetta/>

¹⁷ <https://uavionix.com/products/skyecho/>

¹⁸ <https://uavionix.com/products/pingusb>

¹⁹ <http://stratux.me/>

²⁰ <https://www.amazon.de/TTGO-T-Beam-915Mhz-Wireless-Bluetooth/dp/B07SFVQ3Z8>

3.1.2 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!

Enroute Flight Navigation

- 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.

3.1.3 Flarmnet data

Enroute Flight Navigation is able to use the database from [Flarmnet.org²¹](https://www.flarmnet.org/flarmnet) 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”).

3.2 Connect to the SafeSky app

SafeSky²² 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.

²¹ <https://www.flarmnet.org/flarmnet/>

²² <https://www.safesky.app>

3.2.1 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.

3.3 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.

3.4 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 QUJ
- 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)
5. Decoded and translated TAF text



Fig. 6: Detailed Weather Dialog

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

3.4.1 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

3.4.2 Three-dot menu

The three-dot menu at the top right of the page allows to do the following.

- Check for updates of METAR and TAF data
- Disallow the internet connection to the “Aviation Weather Center” in case of privacy concerns

3.5 Plan a Flight

3.5.1 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.

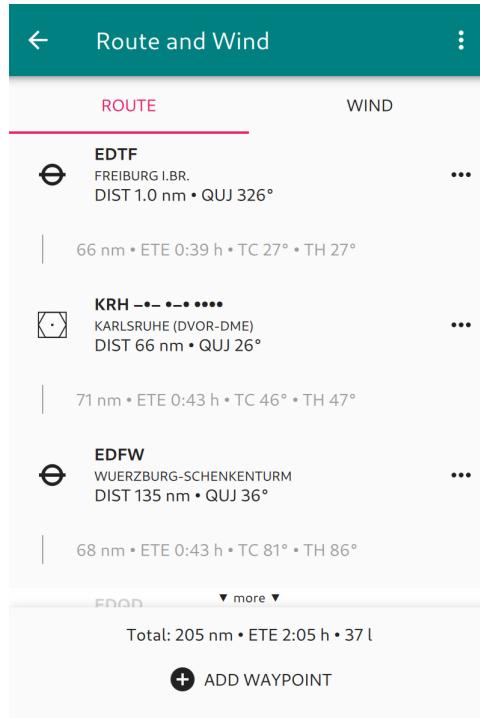


Fig. 7: Flight route window, route set

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 infobox 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

3.5.2 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
- Import 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 “Plus” sign to append the waypoint to the current route.
- 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

- If the waypoint is already present in your route, you can tap on the “Minus” sign to remove it.

Option 3: Import a route from the library

Section *Optional: 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**²³. 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).

- On Android devices, it suffices to open the file. Depending on the transfer mode, you can open the file after the Bluetooth transfer, in the Google Drive App, or perhaps in the e-mail client. **Enroute Flight Navigation** will automatically open and import the route. If more than one program on your device can handle GPX files, the system will ask you which program to use.
- On the Linux desktop, drag-and-drop the GPX file to the **Enroute Flight Navigation** window.

²³ <https://fl95.de>

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.

3.5.3 Optional: 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.

3.5.4 Optional: Export and share the route

Enroute Flight Navigation can write the route to a file, which can then be transferred to other devices, or opened with other apps. **Enroute Flight Navigation** is able to write files in GeoJSON and GPX format. While GPX is understood by most programs, GeoJSON is the preferred format for sharing data between several instances of **Enroute Flight Navigation**.

- On Android devices, choose the item “Share...” from the three-dot menu at the top right of the screen, and choose the appropriate file type from the submenu.
- On the Linux desktop, choose the item “Export...” from the three-dot menu at the top right of the screen, and choose the appropriate file type from the submenu.

3.5.5 Optional: Open the route in another app

It is possible to open the route in another app. Choose the item “Open in other app...” from the three-dot menu at the top right of the screen, and choose the appropriate file type from the submenu.

3.6 Manage a waypoint library

3.6.1 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.

3.6.2 Add waypoints to the library

To add a waypoint to the library, 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.

3.6.3 View the waypoint library

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

3.6.4 Import waypoints

Enroute Flight Navigation is able to import waypoints from files in CUP, GeoJSON or GPX format.

- On Android devices, transfer the file to your device and open it there. Depending on the transfer mode, you can open the file after the Bluetooth transfer, in the Google Drive App, or perhaps in the e-mail client.
- On the Linux desktop, drag-and-drop the file to the **Enroute Flight Navigation** window. Alternatively, open the waypoint library by choosing “Library/Waypoints” from the main menu, and choose the item “Import” from the three-dot menu at the top right of the screen.

3.6.5 Export and share the waypoint library

Enroute Flight Navigation is can write the waypoint library to a file, which can then be transferred to other devices, or opened with other apps. **Enroute Flight Navigation** is able to write files in GeoJSON and GPX format. While GPX is understood by most programs, GeoJSON is the preferred format for sharing data between several instances of **Enroute Flight Navigation**.

To start, open the waypoint library by choosing “Library/Waypoints” from the main menu.

- On Android devices, choose the item “Share...” from the three-dot menu at the top right of the screen, and choose the appropriate file type from the submenu.
- On the Linux desktop, choose the item “Export...” from the three-dot menu at the top right of the screen, and choose the appropriate file type from the submenu.

3.6.6 Open the waypoint library in another app

It is possible to open the waypoint library in another app. To start, open the waypoint library by choosing “Library/Waypoints” from the main menu. Once the main library page is open, choose the item “Open in other app...” from the three-dot menu at the top right of the screen, and choose the appropriate file type from the submenu.

3.7 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 WiFi 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.

3.7.1 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”

3.7.2 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.

Enroute Flight Navigation

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.



Fig. 11: Aerofly settings

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.

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.

- fs2ff²⁴ (free, open source)
- XMapsy Essential²⁵ (commercial, inexpensive, does not provide barometric altitude data).
- XMapsy V3²⁶ (commercial, more expensive, provides barometric altitude data).

²⁴ <https://github.com/astenlund/fs2ff>

²⁵ <http://xmapsy.com/>

²⁶ <http://xmapsy.com/>



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

Enroute Flight Navigation

The web site of the commercial EFB program ForeFlight²⁷ 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 fs2ff²⁸ does not require any complicated installation or setup, just download and run. The latest release of fs2ff can be downloaded [here²⁹](https://github.com/astenlund/fs2ff). Detailed instruction are found [here³⁰](https://github.com/astenlund/fs2ff#fs2ff-flight-simulator-to-foreflight). The figure *fs2ff settings* shows extremely simple settings window.



Fig. 14: fs2ff settings

²⁷ <https://foreflight.com/support/support-center/category/about-foreflight-mobile/204115275>

²⁸ <https://github.com/astenlund/fs2ff>

²⁹ <https://github.com/astenlund/fs2ff/releases/latest>

³⁰ <https://github.com/astenlund/fs2ff#fs2ff-flight-simulator-to-foreflight>

XMapsy Essential

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

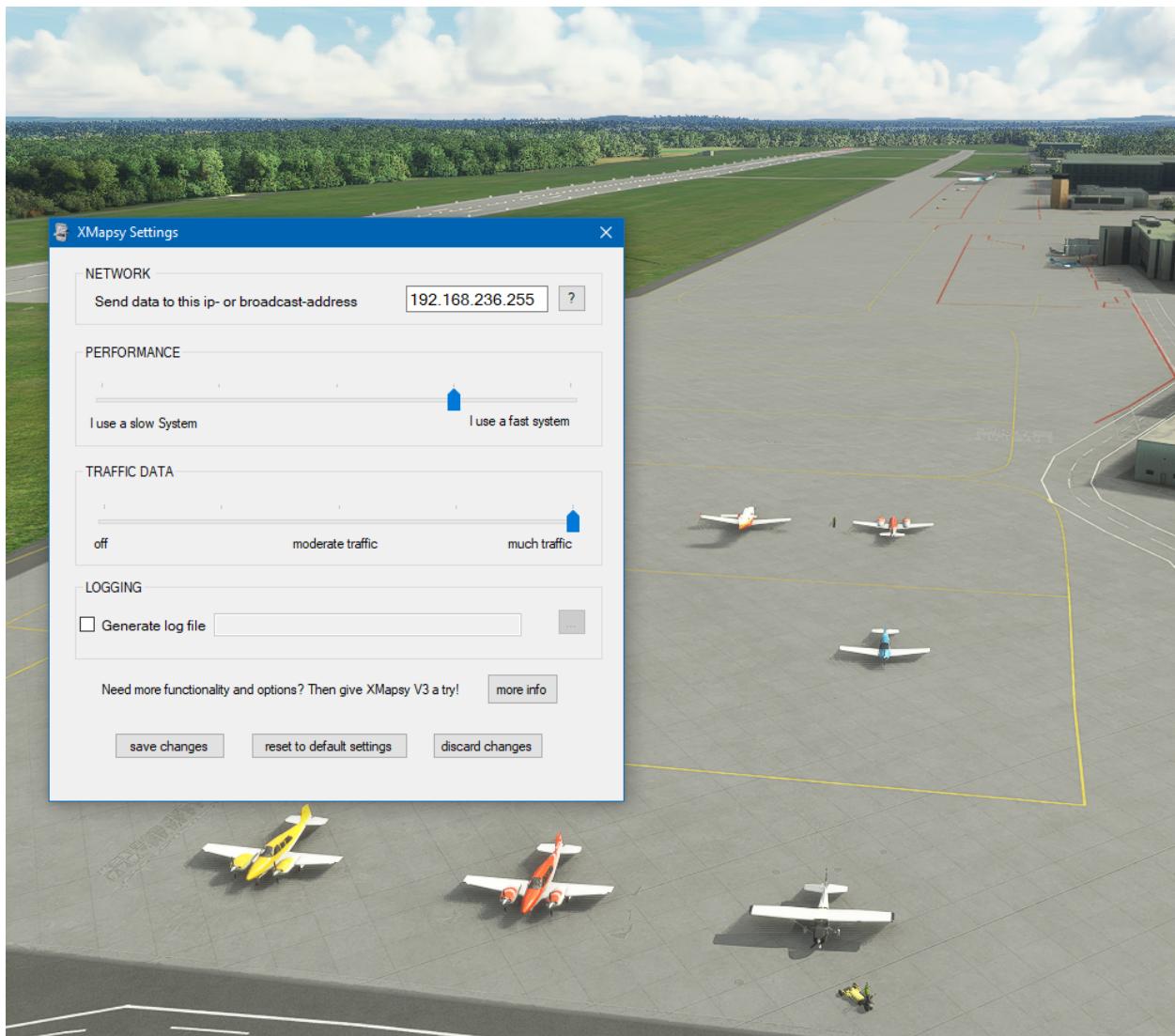


Fig. 15: XMapsy Essential settings

XMapsy V3

If you use XMapsy V3, set the “Message-Format” to “ADS-B/GDL90” and the “Preferred Technology” to SIM-CONNECT. 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.

Enroute Flight Navigation

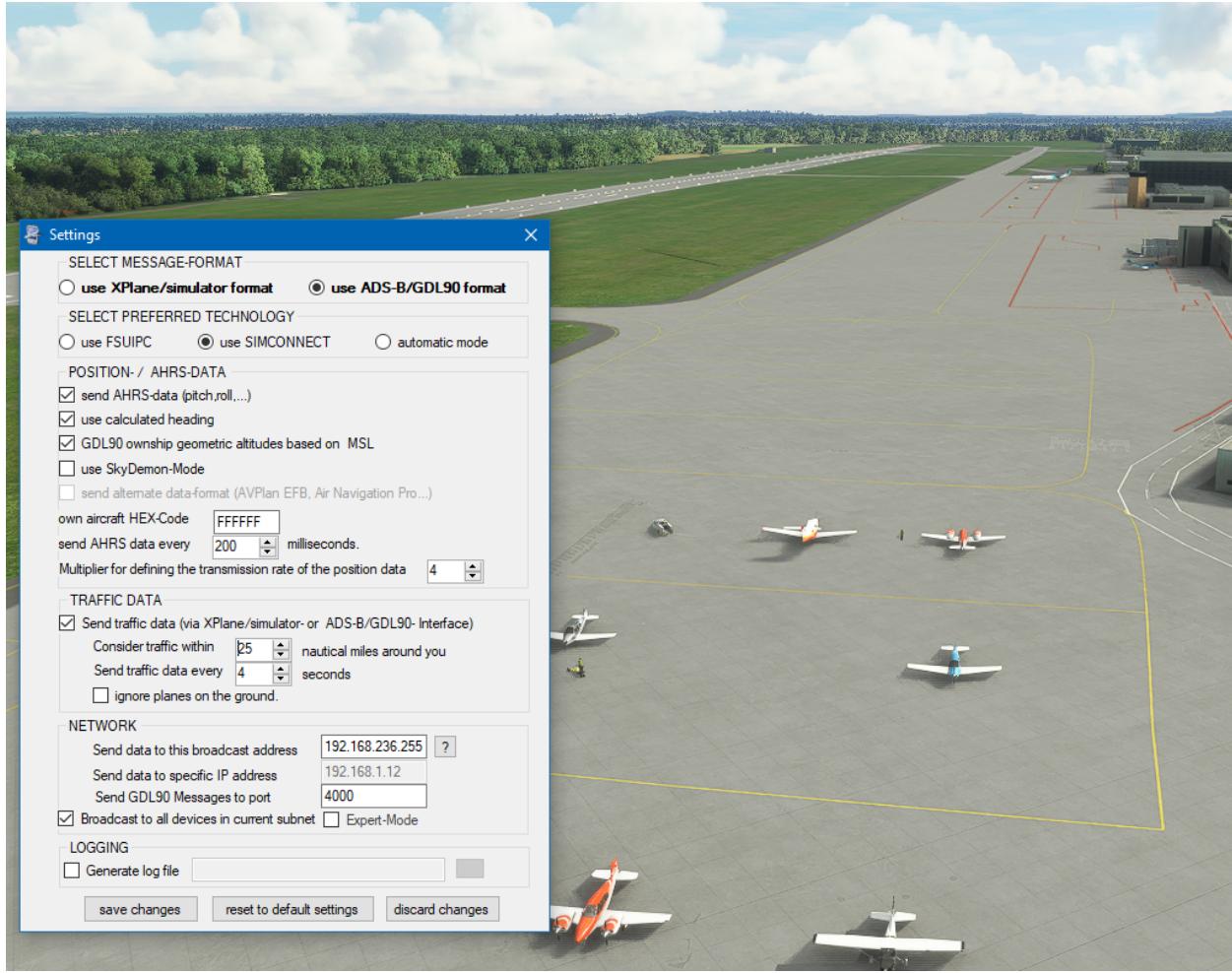
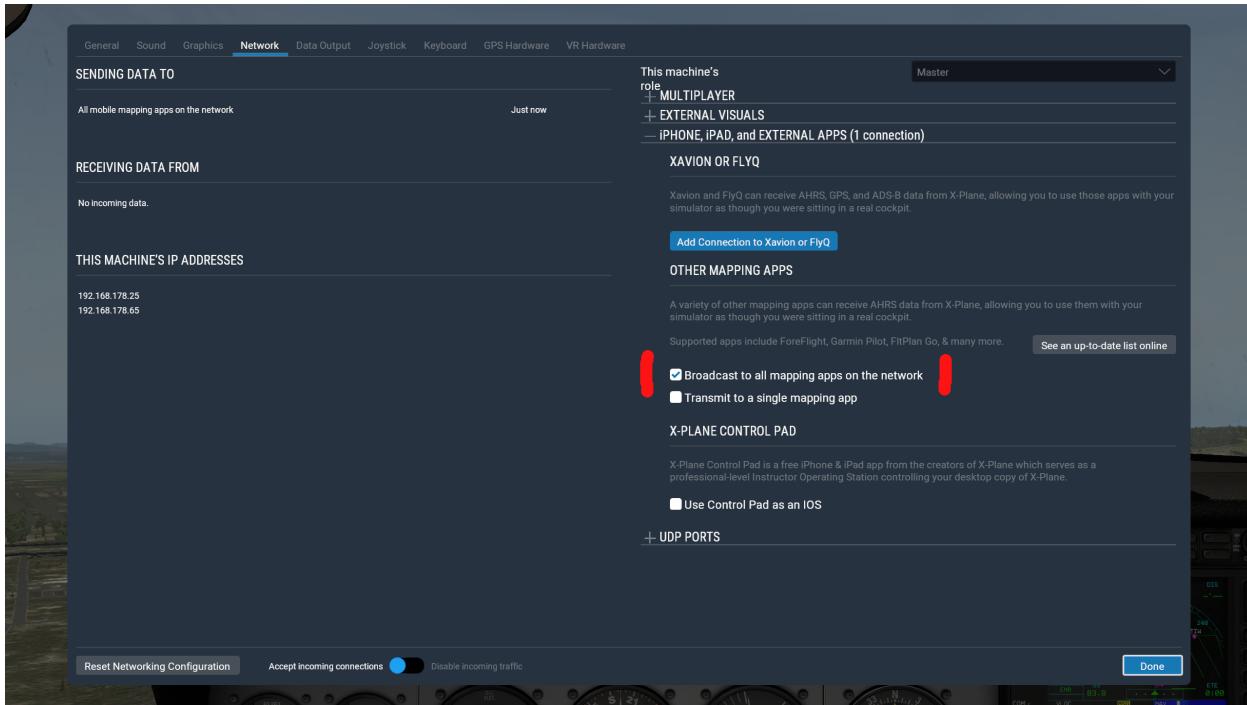


Fig. 16: XMaps V3 settings

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.

3.7.3 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.

3.8 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.

- 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!

3.9 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.

3.9.1 PayPal

Donate with PayPal: [click here³¹](#) or scan the QR code below.



3.9.2 Bank Address

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

³¹ https://www.paypal.com/donate/?hosted_button_id=FDQATDX6XZR3E

4.1 Use your own maps

Enroute Flight Navigation comes with a set of base maps that cover large parts of the world and are updated frequently. 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.
- Some users might prefer to install high-detail vector maps for particular regions of interest.

Enroute Flight Navigation is able to import MBTILES file containing raster or vector data. Vector data must follow the standard [OpenMapTiles³²](#) 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**, in order to provide higher detail for particular regions of interest.

4.1.1 Import Maps

Import Maps on Android devices

If you are using an Android device, you need to transfer the MBTILES file to the device, and open it there. There are many ways to transfer files, but most users will likely do one of the following.

- Download the MBTILES file on the Android device with a web browser. The browser will then offer to open the file in **Enroute Flight Navigation**.
- Download the MBTILES file to a desktop computer, connect the device to the desktop computer via USB and then copy the file to the device. Afterwards, the file can be opened by a file management app on the Android device.

³² <https://github.com/openmaptiles/openmaptiles>

Import Maps on Linux Desktop

If you are running **Enroute Flight Navigation** on a Linux Desktop machine, use the file manager to drag-and-drop the file into the main window of the app.

Note: MBTILES files are often extremely large. It is possible that your device becomes unresponsive for a few seconds while copying the file. Also, note that **Enroute Flight Navigation** will copy the file to its internal data directory. In order to save space, we recommend deleting the MBTILES file once it has been imported.

4.1.2 MBTILES Map Data Sources

We are aware of a few websites that offer vector or raster maps that can be used with **Enroute Flight Navigation**. Please let us know if you know of other map data sources!

- The website [maptiler data³³](https://data.maptiler.com/downloads/planet/) 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.
- The website [open flightmaps³⁴](https://www.openflightmaps.org/) provides excellent aviation maps in raster format for a variety of European countries, as well as South Africa and Namibia.

4.1.3 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 Naviair³⁵](https://aim.naviair.dk/en/charts/)
- Official ICAO maps for Spain are available from the Spanish [Insignia Servicio de Información Aeronáutica³⁶](https://aip.enaire.es/AIP/CartasInsigniaImpresas-es.html)
- Official ICAO maps for Switzerland are available from the Swiss [Federal Office of Topography swisstopo³⁷](https://www.swisstopo.admin.ch/en/geodata/aero/icao.html)
- Official VFR raster charts are available from the [United States Federal Aviation Administration³⁸](https://www.faa.gov/air_traffic/flight_info/aeronav/digital_products/vfr/)

Users have successfully used the free tool [QGIS³⁹](https://qgis.org/en/site) 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 website⁴⁰](https://qgis.org/en/site) 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.

³³ <https://data.maptiler.com/downloads/planet/>

³⁴ <https://www.openflightmaps.org/>

³⁵ <https://aim.naviair.dk/en/charts/>

³⁶ <https://aip.eniable.es/AIP/CartasInsigniaImpresas-es.html>

³⁷ <https://www.swisstopo.admin.ch/en/geodata/aero/icao.html>

³⁸ https://www.faa.gov/air_traffic/flight_info/aeronav/digital_products/vfr/

³⁹ <https://qgis.org/en/site>

⁴⁰ <https://qgis.org/en/site/forusers/download.html>



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.

4.2 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 [OpenAir⁴¹](#) 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.

⁴¹ <http://www.winpilot.com/usersguide/userairspace.asp>



Fig. 2: QGIS Generate Tiles Dialog

4.2.1 Import OpenAir files on Android devices

If you are using an Android device, you must transfer the OpenAir file to the device and open it there. There are many ways to transfer files, but most users will likely do one of the following.

- Download the OpenAir file on the Android device with a web browser. The browser will then offer to open the file in **Enroute Flight Navigation**.
- Download the OpenAir file to a desktop computer, connect the device to the desktop computer via USB, and then copy the file to the device. Afterward, open the file with a file management app on the Android device.

4.2.2 Import Maps on Linux Desktop

If you are running **Enroute Flight Navigation** on a Linux Desktop machine, use the file manager to drag and drop the file into the app's main window.

4.3 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**⁴² can produce TripKits for Germany.

⁴² <https://mpmediisoft.de/products/AIPBrowserDE/help/AIPBrowserDE.html>

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 report⁴³](#). We will be glad to help!

Note: The feature described in this section is available in program version 2.29.0 and later. At the time of writing, this version is not available for iOS devices. Development for iOS is currently slow, because the developers have only one Apple computer at their disposal.

4.3.1 Obtain approach chart files

- Michael Paus' free software AIP Browser DE⁴⁴ can generate GeoTIFF images and TripKits for all German airfields. The data comes from Germany's official AIP⁴⁵, as provided by DFS Deutsche Flugsicherung GmbH⁴⁶.
- Advanced users can use the GDAL command line utilities to convert raster graphic files into georeferenced GeoTIFF files. The section [Appendix: Create VACs 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.

4.3.2 Import approach chart files

Import on Android devices

If you are using an Android device, you must transfer the approach chart file or TripKit file to the device and open it there. There are many ways to transfer files, but most users will likely do one of the following.

- Download the file on the Android device with a web browser. The browser will then offer to open the file in **Enroute Flight Navigation**.
- Upload the file to a cloud storage service, such as “Google Drive”, “Microsoft OneDrive”, “Apple iCloud” or a “NextCloud” instance. Connect your device to the service and use a file management program on your device to open 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.

⁴³ <https://github.com/Akaflieg-Freiburg/enroute/issues/new/choose>

⁴⁴ <https://mpmediashow.de/products/AIPBrowserDE/help/AIPBrowserDE.html>

⁴⁵ <https://aip.dfs.de/basicAIP>

⁴⁶ <https://www.dfs.de/homepage>

Import on the Linux desktop

If you run **Enroute Flight Navigation** on a Linux Desktop machine, drag and drop the file into the app's main window.

4.3.3 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.

4.3.4 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.

4.3.5 Appendix: Create VACs 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](#)⁴⁷.
2. Download and install [GDAL for Windows](#)⁴⁸. 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.”

⁴⁷ <https://maps.google.com/intl/en/earth/versions/#download-pro>

⁴⁸ <https://gdal.org/download.html>

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.

Reference: Pages

5.1 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 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.

5.1.1 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.”

5.1.2 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 Page](#), 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.**

5.1.3 Interactive Controls

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

Symbol	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.

5.1.4 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 [Aeronautical maps](#) for more details.

The moving map shows the following additional items

- If you have set an *Airspace Altitude Limit* on the *Settings Page*, 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 to 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.

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.

5.2 Settings Page

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.”

5.2.1 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.

Hillshading

We have received a report from a user, who experienced issues with the hillshading graphics on a very old device, potentially because of buggy system libraries. If you experience problems, use this switch to disable the hillshading feature.

5.2.2 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.

5.2.3 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.

5.2.4 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.

5.2.5 Help

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

5.3 About Enroute Flight Navigation

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.

Reference: Other

6.1 Data shown in this app

6.1.1 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 [openAIP⁴⁹](#) and the [open flightmaps⁵⁰](#) 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 [openAIP⁵¹](#) and [open flightmaps⁵²](#) 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 [openAIP⁵³](#) data only. They contain complete information about airspaces, airfields and navaids.

⁴⁹ <http://openaip.net>

⁵⁰ <https://www.openflightmaps.org/>

⁵¹ <http://openaip.net>

⁵² <https://www.openflightmaps.org/>

⁵³ <http://openaip.net>

Enroute Flight Navigation

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
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

continues on next page

Table 1 – continued from previous page

Continent	Country	Class
Europe	Serbia	Class 2
Europe	Slovakia	Class 1
Europe	Slowenia	Class 1
Europe	Spain	Class 2
Europe	Sweden	Class 1
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

6.1.2 Base maps

Our base maps are generated from Open Streetmap⁵⁴ data.

6.1.3 METAR/TAF

METAR and TAF data is provided by the Aviation Weather Center⁵⁵, an office of the United States Department of Commerce.

6.1.4 NOTAMs

NOTAMs are provided by the Federal Aviation Administration⁵⁶, an office of the United States Department of Transportation.

6.1.5 Terrain maps

Our terrain maps are derived from the Terrain Tiles Open Dataset on Amazon AWS⁵⁷. 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

⁵⁴ <https://www.openstreetmap.org>

⁵⁵ <https://www.aviationweather.gov/>

⁵⁶ <https://api.faa.gov>

⁵⁷ <https://registry.opendata.aws/terrain-tiles/>

- 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.

6.2 Platform notes

6.2.1 Android

Network security problems

Like most other programs, **Enroute Flight Navigation** uses Transport Layer Security (TLS)⁵⁸ for secure communication with servers on the internet. The technology relies on digital certificates⁵⁹ that are built into the Android operating

⁵⁸ https://en.wikipedia.org/wiki/Transport_Layer_Security

⁵⁹ https://en.wikipedia.org/wiki/Transport_Layer_Security#Digital_certificates

system and can only be updated by the device manufacturer through system security updates. Regrettably, 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 media⁶⁰, 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.

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 Fairphone⁶¹ 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.

⁶⁰ <https://techcrunch.com/2021/09/21/lets-encrypt-root-expiry>

⁶¹ <https://www.fairphone.com>

6.2.2 Linux desktop

File import by drag-and-drop

It is possible to import files by dragging and dropping them anywhere in the main window of **Enroute Flight Navigation**. The following file types are accepted.

Content	Format	File name
FLARM Test Data	Text	*.txt
Flight Route	GeoJSON	*.geojson
Flight Route	GPX	*.gpx

Command line

Rather than importing file by drag-and-drop, file names can also be given when starting **Enroute Flight Navigation** via the Unix command line. 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

6.3 Airspace Display

The display of airspace will generally follow the common ICAO symbology.

Note: The Airspace structure at an arbitrary point may be seen by double touching the point on the screen. This will select the point as a waypoint. The waypoint pop-up window shows the information on the waypoint including airspace structure. This technique is also helpful to view the data and vertical limits of special use airspace.

6.3.1 Restricted Airspace

Restricted airspace are surrounded by an intense red dashed line and a thick transparent red line inside the restricted area boundaries. When selecting a point inside the restricted area by double touching the screen the information to the related area is given with the waypoint pop-up window:

- Area Name
- Area altitude limits
- Area activation time

6.3.2 Controlled Airspace

All boundaries of controlled airspace are indicated by a solid blue line and a thick transparent blue line inside the airspace. When selecting a point inside the controlled airspace by double touching the screen the information to the related area is given with the waypoint pop-up window:

- Airspace designation
- Vertical Limits
- Other airspace at location

Note: Communication frequencies are shown in the pop-up window related to the station or aerodrome.

All controlled airspace (Class A – Class D) are shown in the same way even if different restrictions or ATC clearance requirements may be present.

6.3.3 Control Zone

The Control Zone of an airport is indicated by a dashed blue line filled in transparent red color. When selecting a point inside the Control Zone (CTR) by double touching the screen the CTR designation and vertical limit is given within the waypoint pop-up window.

Note: Communication frequencies are shown in the pop-up window related to the station or aerodrome.

6.3.4 Transponder Mandatory Zones

Transponder Mandatory Zones (TMZ) are indicated by a black dashed outline. When selecting a point inside the Transponder Mandatory Zone (TMZ) by double touching the screen the information to the related areas is given with the waypoint pop-up window:

- Area Name
- Area altitude limits
- Monitoring Frequency
- Mode 3 Squawk

6.3.5 Radio Mandatory Zone

Radio Mandatory Zones (RMZ) are indicated by a solid blue dashed outline and filled in transparent blue. When selecting a point inside the Radio Mandatory Zone (RMZ) by double touching the screen the information to the related area is given with the waypoint pop-up window:

- Area Name
- Area altitude limits
- Radio Frequency

6.3.6 Parachute Jumping Areas

Parachute Jumping Exercise areas (PJE) are indicated with a solid red dashed outline. When selecting a point inside the PJE by double touching the screen the information to the related area is given with the waypoint pop-up window:

- Area Name
- Area altitude limits
- Radio Frequency

6.3.7 Nature Reserve Areas

Nature Reserve Areas (NRA) are indicated with a solid green outline. When selecting a point inside the NRA by double touching the screen the information to the related area is given with the waypoint pop-up window:

- Area Name
- Area altitude limits

Caution: Check restrictions applicable for flying inside NRA when planning your flight. For example in Austria high fines are applicable when flying inside NRA.

6.3.8 Airfields

The symbology used to display airfields follows the ICAO rules. When selecting an airfield by double touching the screen the related Airfield Information is given in a pop-up window:

- Airfield Name and Identifier
- Radio Frequency including COM and Information frequencies
- Navaid frequencies
- Runway orientation, dimensions and surface
- Field elevation
- Data for associated airspace
- Approach and Departure Routes

Approach routes to airfields are shown as solid blue lines. The designation of the route is written along the paths. The associated reporting points are shown as blue triangles with a dashed circle and the reporting point designation. Approach Routes will be shown by a solid line and Departure Routes will be shown as dashed lines.

Note: Approach Routes will only be displayed when zooming into the area.

6.3.9 Traffic Pattern

Traffic pattern 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.

Note: Traffic pattern will only be displayed when zooming into the area.

Appendix

7.1 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

7.1.1 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.

7.1.2 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.

7.1.3 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)

7.2 Software license

The program **Enroute Flight Navigation** is licensed under the [GNU General Public License V3⁶²](#) 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 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.

(continues on next page)

⁶² <https://www.gnu.org/licenses/gpl-3.0-standalone.html>

(continued from previous page)

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 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

(continues on next page)

(continued from previous page)

copy. The resulting work is called a “modified version” of 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 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

(continues on next page)

(continued from previous page)

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.

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.

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.

(continues on next page)

(continued from previous page)

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 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.

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:

(continues on next page)

(continued from previous page)

- 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 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 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

(continues on next page)

(continued from previous page)

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 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.

(continues on next page)

(continued from previous page)

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 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 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

(continues on next page)

(continued from previous page)

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 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 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

(continues on next page)

(continued from previous page)

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.

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, 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.

(continues on next page)

(continued from previous page)

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 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 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.

7.3 Third party software and data

Enroute Flight Navigation builds on numerous open-source software components and on open-source data.

7.3.1 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 OpenMapTiles⁶³, published under a CC-BY 4.0 design license⁶⁴.
- The aviation maps contain data from openAIP⁶⁵, licensed under a CC BY-NC-SA license⁶⁶.
- The aviation maps contain data from open flightmaps⁶⁷, licensed under the OFMA General Users' License⁶⁸.

7.3.2 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 Fonts⁶⁹. BSD 3-Clause "New" or "Revised" License.
- Anti-aliasing rasterizer from FreeType⁷⁰. Freetype Project License or GNU General Public License v2.0 only.
- Bitstream Vera Font. Bitstream Vera Font License.
- BLAKE2 (reference implementation)⁷¹. Creative Commons Zero v1.0 Universal or Apache License 2.0.
- Catch2⁷². Boost Software License 1.0.
- Clip2Tri Polygon Triangulation Library⁷³. MIT License.
- Clipper Polygon Clipping Library⁷⁴. Boost Software License 1.0.
- Cocoa Platform Plugin. BSD 3-clause "New" or "Revised" License.
- Cycle. MIT License.
- Data Compression Library (zlib)⁷⁵. zlib License.
- DejaVu Fonts⁷⁶. Bitstream Vera Font License.
- Earcut Polygon Triangulation Library⁷⁷. ISC License.
- Earth Gravitational Model⁷⁸. Public Domain.

⁶³ <https://github.com/openmaptiles/openmaptiles>

⁶⁴ <https://github.com/openmaptiles/openmaptiles/blob/master/LICENSE.md>

⁶⁵ <http://www.openaip.net>

⁶⁶ <https://creativecommons.org/licenses/by-nc-sa/3.0/>

⁶⁷ <https://www.openflightmaps.org/>

⁶⁸ <https://www.openflightmaps.org/live/downloads/20150306-LCN.pdf>

⁶⁹ <https://github.com/adobe-type-tools/agl-aglfn>

⁷⁰ <http://www.freetype.org>

⁷¹ <https://blake2.net/>

⁷² <https://github.com/catchorg/Catch2>

⁷³ <https://github.com/raptor/clip2tri>

⁷⁴ <http://www.angusj.com/delphi/clipper.php>

⁷⁵ <https://zlib.net/>

⁷⁶ <https://dejavu-fonts.github.io/>

⁷⁷ <https://github.com/mapbox/earcut.hpp>

⁷⁸ <https://earth-info.nga.mil>

- Easing Equations by Robert Penner⁷⁹. BSD 3-clause “New” or “Revised” License.
- Efficient Binary-Decimal and Decimal-Binary Conversion Routines for IEEE Doubles⁸⁰. BSD 3-clause “New” or “Revised” License.
- extra-cmake-modules⁸¹. BSD-3-Clause.
- fontawesome⁸². SIL Open Font Licence 1.1.
- forkfd. MIT License.
- Freetype 2⁸³. Freetype Project License or GNU General Public License v2.0 only.
- Freetype 2 - Bitmap Distribution Format (BDF) support⁸⁴. MIT License.
- Freetype 2 - Portable Compiled Format (PCF) support⁸⁵. MIT License and MIT Open Group variant.
- Freetype 2 - zlib⁸⁶. zlib License.
- geosimplify-js polyline simplification library⁸⁷. geosimplify-js License.
- Google Fonts⁸⁸. Apache 2 License.
- Google Material Icon Font⁸⁹. Apache Licence 2.0.
- Gradle wrapper⁹⁰. Apache License 2.0.
- Guidelines Support Library⁹¹. MIT License.
- HarfBuzz-NG⁹². MIT License.
- IAccessible2 IDL Specification⁹³. BSD 3-clause “New” or “Revised” License.
- JavaScriptCore Macro Assembler⁹⁴. BSD 2-clause “Simplified” License.
- jQuery⁹⁵. MIT License.
- KDAB’s helper class for single-instance policy applications⁹⁶. MIT License.
- KWin⁹⁷. BSD-3-Clause.
- libdbus-1 headers⁹⁸. Academic Free License v2.1, or GNU General Public License v2.0 or later.
- LibJPEG-turbo⁹⁹. Independent JPEG Group License and BSD 3-Clause “New” or “Revised” License and zlib License.

⁷⁹ <http://robertpenner.com/easing/>

⁸⁰ <https://github.com/google/double-conversion>

⁸¹ <https://api.kde.org/ecm/>

⁸² <https://github.com/FortAwesome/Font-Awesome>

⁸³ <http://www.freetype.org>

⁸⁴ <http://www.freetype.org>

⁸⁵ <http://www.freetype.org>

⁸⁶ <http://www.freetype.org>

⁸⁷ <https://github.com/mapbox/geosimplify-js>

⁸⁸ <https://github.com/google/fonts>

⁸⁹ <https://fonts.google.com/icons>

⁹⁰ <https://gradle.org>

⁹¹ <https://github.com/microsoft/GSL>

⁹² <http://harfbuzz.org>

⁹³ <https://wiki.linuxfoundation.org/accessibility/iaccessible2/>

⁹⁴ <https://trac.webkit.org/wiki/JavaScriptCore>

⁹⁵ <https://github.com/jquery/jquery>

⁹⁶ <https://github.com/KDAB/KDSingleApplication>

⁹⁷ <https://www.kde.org/>

⁹⁸ <https://www.freedesktop.org/wiki/Software/dbus/>

⁹⁹ <http://libjpeg-turbo.virtualgl.org/>

- [LibPNG¹⁰⁰](#). libpng License and PNG Reference Library version 2.
- [libpsl - C library to handle the Public Suffix List¹⁰¹](#). BSD 3-clause “New” or “Revised” License.
- [libzip¹⁰²](#). 3-clause BSD license.
- [Linux Performance Events¹⁰³](#). GNU General Public License v2.0 only with Linux Syscall Note.
- [lunr.js¹⁰⁴](#). MIT License.
- [Material Design Icons¹⁰⁵](#). Apache License.
- [Material Sphinx Theme¹⁰⁶](#). MIT License.
- MD4. Public Domain.
- [MD4C¹⁰⁷](#). MIT License.
- MD5. Public Domain.
- [Metaf library¹⁰⁸](#). MIT License.
- Native Style for Android. Apache License 2.0.
- [OpenGL ES 2 Headers¹⁰⁹](#). MIT License.
- [OpenGL Headers¹¹⁰](#). MIT License.
- [openSSL library¹¹¹](#). Apache 2 License.
- [OSM Liberty¹¹²](#). BSD License.
- [PCRE2¹¹³](#). BSD 3-clause “New” or “Revised” License.
- [PCRE2 - Stack-less Just-In-Time Compiler¹¹⁴](#). BSD 2-clause “Simplified” License.
- [Pixman¹¹⁵](#). MIT License.
- [Poly2Tri Polygon Triangulation Library¹¹⁶](#). BSD 3-clause “New” or “Revised” License.
- [QEventDispatcher on macOS](#). BSD 3-clause “New” or “Revised” License.
- [QHttpEngine¹¹⁷](#). MIT License.
- [Qt Toolkit, Libraries and Modules¹¹⁸](#). GNU General Public License v3.0.
- Secure Hash Algorithm SHA-1¹¹⁹. Public Domain.
- Secure Hash Algorithm SHA-3 - brg_endian. BSD 2-clause “Simplified” License.

¹⁰⁰ <http://www.libpng.org/pub/png/libpng.html>

¹⁰¹ <https://github.com/rockdaboot/libpsl>

¹⁰² <https://libzip.org>

¹⁰³ <https://www.kernel.org>

¹⁰⁴ <https://github.com/olivermn/lunr.js>

¹⁰⁵ <https://github.com/google/material-design-icons>

¹⁰⁶ <https://github.com/bashtage/sphinx-material/>

¹⁰⁷ [https://github.com/mity/ md4c](https://github.com/mity/	md4c)

¹⁰⁸ <https://github.com/nnaumenko/metaf>

¹⁰⁹ <https://www.khronos.org/>

¹¹⁰ <https://www.khronos.org/>

¹¹¹ <https://www.openssl.org>

¹¹² <https://github.com/maputnik/osm-liberty>

¹¹³ <http://www.pcre.org/>

¹¹⁴ <http://www.pcre.org/>

¹¹⁵ <http://www.pixman.org/>

¹¹⁶ <https://github.com/greennm01/poly2tri>

¹¹⁷ <https://github.com/nitroshare/qhttpengine>

¹¹⁸ <https://qt.io>

¹¹⁹ <http://www.dominik-reichl.de/projects/csha1/>

- 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 Material¹²⁰. MIT License.
- SipHash Algorithm¹²¹. Creative Commons Zero v1.0 Universal.
- Smooth Scaling Algorithm. BSD 2-clause “Simplified” License and Imlib2 License.
- SQLite¹²². Public Domain.
- sRGB color profile icc file¹²³. International Color Consortium License.
- Tango Icons¹²⁴. Public Domain.
 - Tango Weather Icon Pack by Darkobra¹²⁵. Public Domain.
- The Public Suffix List¹²⁶. Mozilla Public License 2.0.
- TIFF Software Distribution (libtiff)¹²⁷. libtiff License.
- TinyCBOR¹²⁸. MIT License.
- underscore¹²⁹. MIT License.
- Unicode Character Database (UCD)¹³⁰. Unicode License Agreement - Data Files and Software (2016).
- Unicode Common Locale Data Repository (CLDR)¹³¹. Unicode License Agreement - Data Files and Software (2016).
 - Valgrind¹³². BSD 4-clause “Original” or “Old” License.
 - Vulkan API Registry¹³³. Apache License 2.0 or MIT License.
 - Vulkan Memory Allocator¹³⁴. MIT License.
 - WebGradients¹³⁵. MIT License.
 - WebP (libwebp)¹³⁶. BSD 3-clause “New” or “Revised” License.
 - Wintab API. LCS-Telegraphics License.
 - X Server helper¹³⁷. X11 License and Historical Permission Notice and Disclaimer.
 - XCB-XInput¹³⁸. MIT License.
 - XSVG. Historical Permission Notice and Disclaimer - sell variant.

¹²⁰ <https://angularjs.org/>

¹²¹ <https://131002.net/siphash/>

¹²² <https://www.sqlite.org/>

¹²³ <http://www.color.org/>

¹²⁴ http://tango.freedesktop.org/Tango/Desktop_Project

¹²⁵ <https://www.deviantart.com/darkobra/art/Tango-Weather-Icon-Pack-98024429>

¹²⁶ <http://publicsuffix.org/>

¹²⁷ <http://www.simplesystems.org/libtiff/>

¹²⁸ <https://github.com/intel/tincbor>

¹²⁹ <https://github.com/jashkenas/underscore>

¹³⁰ <https://www.unicode.org/ucd/>

¹³¹ <https://cldr.unicode.org/>

¹³² <http://valgrind.org/>

¹³³ <https://www.khronos.org/>

¹³⁴ <https://github.com/GPUOpen-LibrariesAndSDKs/VulkanMemoryAllocator>

¹³⁵ <https://webgradients.com/>

¹³⁶ <https://developers.google.com/speed/webp/>

¹³⁷ <https://www.x.org/>

¹³⁸ <https://xcb.freedesktop.org/>

7.4 Technical Notes

7.4.1 Traffic Data Receiver support

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 \(ICD\)](#)¹³⁹, Version 7.13, as published by [FLARM Technology Ltd.](#)¹⁴⁰.
- Datagrams in GDL90 format must conform to the [GDL 90 Data Interface Specification](#)¹⁴¹.
- Datagrams in XGPS format must conform to the format specified on the [ForeFlight Web site](#)¹⁴².

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.
- 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.

¹³⁹ <https://flarm.com/support/manuals-documents/>

¹⁴⁰ <https://flarm.com/>

¹⁴¹ https://www.faa.gov/nextgen/programs/adsb/archival/media/gdl90_public_icd_reva.pdf

¹⁴² <https://www.foreflight.com/support/network-gps/>

- Stratus 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.

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.

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.

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.

7.5 Tips & Tricks

7.5.1 Display of recorded satnav tracks

We have been approached by users who recorded a flight and wished to show the recorded flight track in **Enroute Flight Navigation**, perhaps in order to confirm that they complied with all airspace restrictions. While **Enroute Flight Navigation** is able to import GPX tracks as a flight route, the program has been designed for flight planning purposes and is limited to tracks of no more than 100 data points. In comparison, typical GPS tracks contains thousands or tens of thousands data points.

One of our users suggested a solution using the mapping and navigation program [Osmand¹⁴³](#), which is open source and available for a range of devices. We reproduce his suggestion below. Please let us know if you are aware of other good solutions!

Before you start

This text assumes that you have installed [Osmand¹⁴⁴](#) on your device, that you have installed maps for your region, and that you know how to import and display a GPS track with [Osmand¹⁴⁵](#). In order to show aviation data, we are going to add the “open flightmaps” to [Osmand¹⁴⁶](#) as a map overlay. These maps are very complete and well-designed, but cover only select European and African countries. Visit the [OFM web site¹⁴⁷](#) to learn more.

Step 1: Install plugin

As a first step, ensure that the Osmand plugin “Online maps” is enabled. For this, open the main menu and choose “Plugins”. The page “Plugins” will open where the plugin “Online maps” can be selected. Once done, return to the main page.

Step 2: Enable the map overlay

Open the main menu, choose “Configure map” and select “Overlay map...”. Select the slider, which currently shows “Off”. In the dialogue window, choose “OpenFlightMaps” and move the slider for “Overlay transparency” to the right.

Step 3: Enjoy

¹⁴³ <https://osmand.net/>

¹⁴⁴ <https://osmand.net/>

¹⁴⁵ <https://osmand.net/>

¹⁴⁶ <https://osmand.net/>

¹⁴⁷ <https://www.openflightmaps.org/>

Finally, open your track of your last flight in Osmand. Look at the track and reassure yourself that you have respectfully circumnavigated all restricted airspaces!

7.6 Privacy Policies

7.6.1 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 Freiburg¹⁴⁸ 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 Center¹⁴⁹. 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 Administration¹⁵⁰. 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

7.6.2 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 Freiburg¹⁵¹ 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.

¹⁴⁸ <https://cplx.vm.uni-freiburg.de/storage>

¹⁴⁹ <https://www.aviationweather.gov>

¹⁵⁰ <https://api.faa.gov>

¹⁵¹ <https://cplx.vm.uni-freiburg.de/storage>

Der Server speichert aber keine personenbezogenen Daten von Ihnen in den Loggdateien. 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](#)¹⁵² 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](#)¹⁵³ 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

7.6.3 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](#)¹⁵⁴ 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](#)¹⁵⁵. 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

¹⁵² <https://www.aviationweather.gov>

¹⁵³ <https://api.faa.gov>

¹⁵⁴ <https://cplx.vm.uni-freiburg.de/storage>

¹⁵⁵ <https://www.aviationweather.gov>

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 Administratif¹⁵⁶](#). 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

7.6.4 Traduzione italiana

Non elaboriamo alcun dato personale da te. I dati che inserisci nell'app (incluse rotte, waypoint e specifiche del volo) 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 Freiburg¹⁵⁷](#) 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 assicurarlo perché il server è sotto il nostro controllo.
- L'app mostra METAR e TAF per gli aeroporti vicini 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 Centro¹⁵⁸](#). 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 Amministrazione¹⁵⁹](#). 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

¹⁵⁶ <https://api.faa.gov>

¹⁵⁷ <https://cplx.vm.uni-freiburg.de/storage>

¹⁵⁸ <https://www.aviationweather.gov>

¹⁵⁹ <https://api.faa.gov>

7.6.5 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 Fryburgu¹⁶⁰ 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 lotniczej¹⁶¹. 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 Federalnej administracji lotniczej¹⁶². 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

7.6.6 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.

¹⁶⁰ <https://cplx.vm.uni-freiburg.de/storage>

¹⁶¹ <https://www.aviationweather.gov>

¹⁶² <https://api.faa.gov>

- 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 Centro¹⁶³](https://www.aviationweather.gov/dataserver). 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 Administración¹⁶⁴](https://api.faa.gov/). 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/>.

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

¹⁶³ <https://www.aviationweather.gov>

¹⁶⁴ <https://api.faa.gov>