AVIOTEX

TABS®
USERS
GUIDE

3158 Redhill Avenue, Suite 270, Costa Mesa, CA 92626
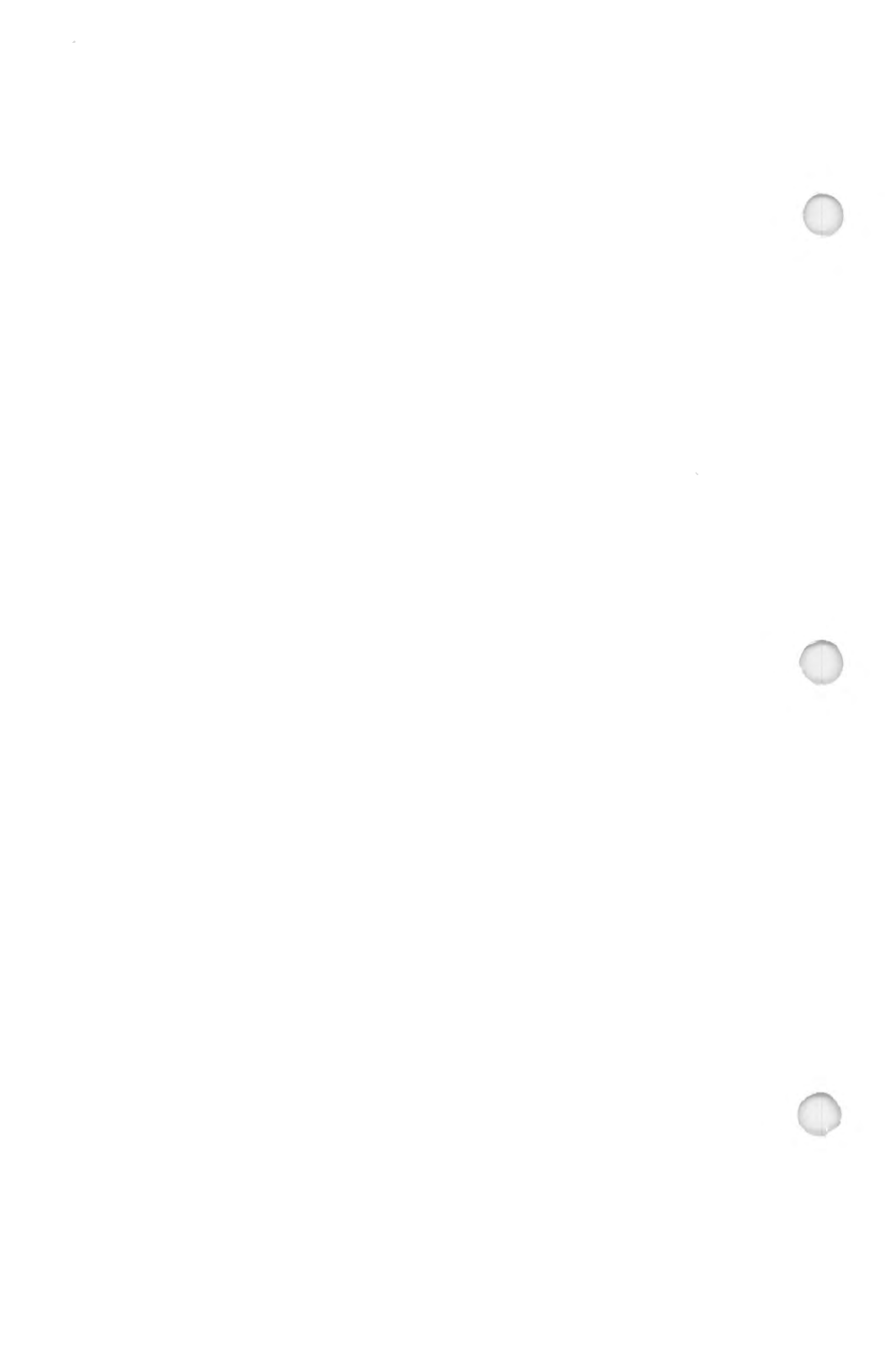**(800) 255-TABS**

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CAUTION
TABS
PROVIDES
CLASS 1
NOTAMS
ONLY

PREFACE

CUSTOMER SERVICE   1-800-255-8227

We'd like to take this opportunity to welcome you to the Aviotex /TABS (Total Aviation Briefing Service) and provide you with some tips to help you get the most out of using our many offerings. We know you are anxious to use the service, but if you would first spend the time to familiarize yourself with some of the basics, you will find it more rewarding.

TIP 1 - USER'S GUIDE

* Use the enclosed TABS users manual. This manual is written to help you in using our service. You will find shortcuts which will save you time and money. The table of contents will help you in finding information on specific subjects.

TIP 2 - MENU & KEYWORDS

* The TABS database is structured for both menu and "Keyword" usage. The menu structure will get you to the desired information. However, we suggest the use of the keywords listed in Appendix A. The keywords are designed to save you both time and money. TABS contains over 100,000 pages of weather information alone, each with a keyword. Keywords do save time. Please review Appendix E, for Pictorial Help.

TIP 3 - LOGGING ON (Sceptre user only)

* If you are using an AT&T Sceptre, you may wish to try logging on to the TABS service "Manually" first. It may make the "Programming" setup more meaningful.

* Follow the instructions in the section "Logging on to Tymnet".

* When using the "Auto-Logon" process programmed into the Sceptre unit, remember the following:

  - When the connection to Tymnet has been established, it takes a few seconds for Tymnet to contact TABS.

  - We will respond by first displaying the Aviotex logo and finally ask you to:

    "ENTER
    USER ID:"

  - At this point, you should respond to the user ID prompt by pressing the [CONT] key at the top of your Sceptre keypad.

  - We will then ask you to:

    "ENTER
    PASSWORD:"

  - You should respond to the PASSWORD prompt by pressing the [CONT] key a second time.

TIP 4 - RETURNING TO MENU SELECTIONS:

* From time to time you will be instructed to "Press [RETURN] for menu" or "Press [SEND] or [RETURN] for submenu" by a page displayed on our data base. Such messages are normally found on the bottom of your sceen.

* The Sceptre [RETURN] key does not function for these instructions.

* You must first press the [SPACE BAR], then press the [SEND] key to emulate the [RETURN] key.

TIP 5 - "HOST OVERFLOW" - ERROR MSG:

* The "Auto-logon" and manual instructions
require you to enter a "CTRL" and "R" in the logon
sequence. Verify that sequence.

TIP 6 - PRINTING

* The Sceptre is capable of printing the video
displays by the use of a "Composite video printer."

    You may obtain information on these printers by
    contacting your Aviotex sales rep or customer
    service.

TIP 7 - TRANSMISSION ERRORS

* If you have problems logging on through the net-
work, please note the details and report them
to Aviotex/TABS customer service.

* Make a note of the following:

    - The Tymnet telephone access number
    EX: (714) 756-8341

    - The Tymnet node and port numbers

        After you enter your terminal identifier, the
        Tymnet node you have dialed will display a
        series of numbers similar to the following:

        EX: -3427-005- OR   -3427-02-005-

    - Check to make sure that no one else has
    picked up your extension phone in an other
    room.

    - Make sure the "CTRL" and "R" sequence has been
    entered properly.

TIP 8 - LINE NOISE

* Line noise will often be responsible for some
  obvious geometric shapes in your data display.

* Often times, after dialing a few of the digits
  in your access number, you may hear static, "Rushing
  waves", or erratic popping sounds.

  If this is the case, the noise is local to your
  area. You should report these findings to your
  local telephone company and request the line be
  tested.

TIP 9 - TIME CREDIT & DOLLAR CREDIT

* Should you wish to share tips with your
  fellow subscribers, please provide them to
  us. For each tip we can use, we shall provide
  you with 5 minutes credit on your billing.

* Should you introduce a TABS prospect, upon
  subscription of that prospect we will credit
  your account with $5 or 30 minutes.

SOME COMMON QUESTIONS

HOW AM I BILLED FOR USING TABS?

Connect time charges are billed once a month. You have the following billing options:

* Direct billing via your Mastercard, Visa or American Express charge card.

  Through this method, your connect time will be billed at the rate of $ .50 per minute against your charge card account.*1

* Aviotex/TABS monthly invoice at the rate of $ .60 per minute.*1

* To take advantage of our reduced rates, you may pre-pay your connect time in hourly increments of $30.00.*1

* With practice a weather briefing & flight planning for IFR weather, will take you about 5 minutes, or $2.50 per session.

'HAT ARE THE TABS INFORMATION SERVICE RATES?

* Your connect time will be billed at the above rates. There are no prime time, transmission speeds, or per product rates. The number of minutes you use times the applicable rate is what you owe.

DO I HAVE TO DIAL LONG DISTANCE TO ACCESS AVIOTEX/TABS?

* No, not if you live within the local dialing radius of the Tymnet commucication network.

*1 Price subject to change without notice

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AT WHAT BAUD RATE SHOULD I SET MY MODEM TO USE AVIOTEX/TABS?

* Aviotex/TABS suggests you set your modem at the highest baud rate available for your area.

* Tymnet supplies 2400 baud access lines to some of the more "User" populated areas.

* The graphics maps are currently available only on 1200 baud rate.

* ASCII system (text only) is currently available up to 2400 baud.

* At no time do we suggest the 300 baud access due to the nature of our graphic product presentations.

WHAT ARE THE TIMES I CAN USE THE AVIOTEX/TABS SERVICES?

* Aviotex/TABS weather briefing service is available 24 hrs/day, seven days/week.

* Our flight plan filing service requires scheduling on your part: The service is available on week days:

    0830 PST - 1730 PST
    OR
    1630 GMT - 0130 GMT

* Do not forget to add one hour when CA is on daylight savings time.

* Once NADIN allows AVCOMPS to direct file flight plans, then you will be able to file 24 hours per day.

WHERE CAN I GET HELP?

* At most on-line prompts, you can obtain a list of commands, information and instruction by entering the word "HELP". Some products have their own set of commands and in most cases using the "HELP" command provides immediate assistance.

* If your question requires our attention and/or research, call the customer service number.

    Questions that will require research or your suggestions for improvements, are best submitted by mail to the following address:

    Aviotex Corporation
    Customer Service Dept.
    3158 Redhill Avenue
    Suite 270
    Costa Mesa, CA 92626

* Your most immediate problems, such as assistance in logging on, can be directed to the customer service staff by telephone.

    Customer service is available at:

    (800) 255-8227
    Mon - Fri: 0900 - 1830 PST

    Before placing your call, make sure you have your access system and have the following information at hand:

    - Account billing name
    - Your TABS USER ID & PASSWORD
    - Telephone number you are calling from
    - Access terminal type such as:

AT&T Sceptre, ASCII terminal or
personal computer in addition we
will need the following information:

   a- Type of computer
   b- Software type and parameter settings
   c- Amount of dynamic memory installed
   d- Modem type, com port and
      baud rate
   e- Graphics card type (if applicable)
   f- Printer and graphics print
      utility type

This information will help us serve you better.

THE TABS SERVICE

TABS is accessible in several ways:

+Through FBO's where the
 TABS IPU's are installed.
+Through FBO's where the Multi
 Service/TABS IPU's are installed.
+Through FBO's where Flight Data
 Center terminals are installed.
+Through Canadian FBO's where World
 Weatherwatch IPU's installed.
+Through your Personal Computer.
+Through your Videotex Decoder Unit.
+Through your TABS portable unit.
+Through your Dumb Terminal.

>>FBO access is accomplished by use of our TABS IPU (Information Provider Unit) at the FBO. All you need to access the TABS system is your USER I.D. and PASSWORD. If you have a problem with your USER I.D. and PASSWORD, please call us at:

1-800-255-8227
1-800-255-TABS

Alternatively, all you need to do is pick up the IPU telephone (where available) and dial [*1] to call Aviotex. The IPU has easy to read access instructions, and is very user friendly. Your FBO manager has an access card to the IPU. If you ask, he may give you a free weather briefing.

>>Access can also occure at FBO's where Flight Data Center teminals are installed. In this case you must obtain from the FBO, the FDC "key".

>>Access can also occure at FBO's where Multi Service/TABS IPU's are installed.

>>Through FBO's in Canada where World Weatherwatch terminals are installed. Then all you need is your TABS ID and PASSWORD.

>> Personal computer access requires varying combinations of software and peripherals. The needed peripherals will depend upon your type of computer and its existing configuration. If you are unsure of your requirements, call Aviotex. We stock many of the items that you may need. Refer to Appendix B for more detailed instructions.

>> Access with a videotex-decoder (Sceptre) unit requires only a telephone and a color television or color monitor. The Sceptre system is completely portable, and can be used anywhere in North America. Refer to Appendix B for more detailed instructions.

>> Access with the Aviotex TABS portable unit is easy. The unit consists of a decoder, a small color televison and a printer, all fitted inside its own high impact carrying case. All you need is a telephone jack and AC power. It is designed for pilots that are on the go. Refer to Appendix B for more detailed instructions.

>> Access of TABS TEXT system requires a modem & any ASCII terminal. Refer to the TABS TEXT user manual for more detailed instructions.

Each method of accessing TABS has a complete set of instructions with it. Personal computer owners will be dependent upon their operational manuals and Appendix B to successfully gain access. Sceptre and IPU users are provided with comprehensive instructions. Refer to Appendix B for more detailed instructions.

SECURITY
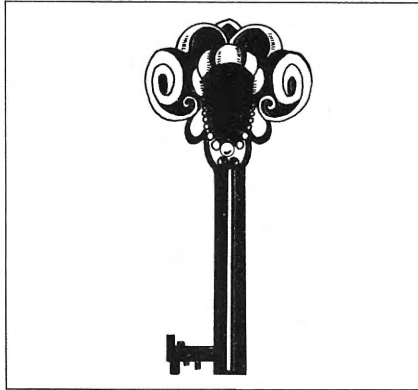
Access to TABS is accomplished with your USER I.D. and PASSWORD.   These two can be pre-assigned numbers, letters, or a combination thereof.

Your USER I.D. and PASSWORD are confidential! Our computer recognizes these codes, and bills for services based on recognition of these codes.   It is in your interest to see that your PASSWORD is not compromised.   Should it be suspected that this is the case, immediately call us and we will change your PASSWORD.

TABS DATA BASE & DATA PROCESSING CENTERS

TABS is currently supported by two data processing centers, housing powerful computers and communication pads. One center is located in Costa Mesa, CA, which is the Aviotex corporate office and the other is located in Toronto, Canada. The two centers are linked via dedicated communication lines which give redundancy to the TABS system.

TABS supports a very large data base that is updated continuously, 24 hours a day. TABS is a very user friendly system which is both menu and "keyword" driven to allow easy user access. You will be pleased to know that your weather briefing system is state of the art.

At printing time, TABS supports the following sub-systems:

- Complete North American weather including Hawaii and Alaska.
- NOTAMS (Class 1 only)
- PIREPS
- Flight planning & route building
- Flight plan filing
- Aviation news
- Reservations (airline, hotel, and car)
- IPU and FBO location directory

Should you believe we can be of greater service to you by adding other information to the TABS data base, please do not hesitate to contact us. We welcome you to use the form in Appendix F.

USING THE SYSTEM

The best way to understand the TABS system is to use TABS with this manual. IPU users can go to your nearest FBO equipped with an IPU. For a listing or IPU locations call your local FBO or Aviotex.

Home users set up your equipment in accordance with the instructions in Appendix B.

Users connecting to the TABS data base from IPU's located at FBO's need only to push the green [START] button to begin the session.

The first page displayed is the USER I.D./PASSWORD page (Figure 1-1). This is where you type in your codes.

If you are unable to connect after three attempts, TABS will display a message asking you to please call us (see Figure 1-2).

TABS data base is organized as a book. It has a table of content called a Main Menu (Fig 1-3). The Main Menu lists the part numbers, each of which are called submenu. Each submenu, lists chapters called products. Each product has a keyword. All keywords are listed in the Appendix section of this manual. Each time you select a number & press [RETURN], you page forward in the book. To page backward, simply press [RETURN]. (Sceptre users see Tip 4 page 4.)
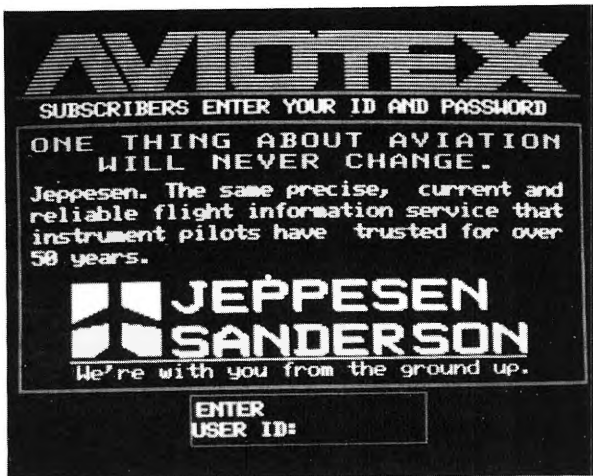
FIG 1-1

WE ARE HAVING DIFFICULTIES
CONNECTING YOU DUE TO
AN INVALID USER ID OR
PASSWORD
PLEASE CALL US BY
USING THE IPU PHONE
DIAL *1 TO CONNECT TO THE
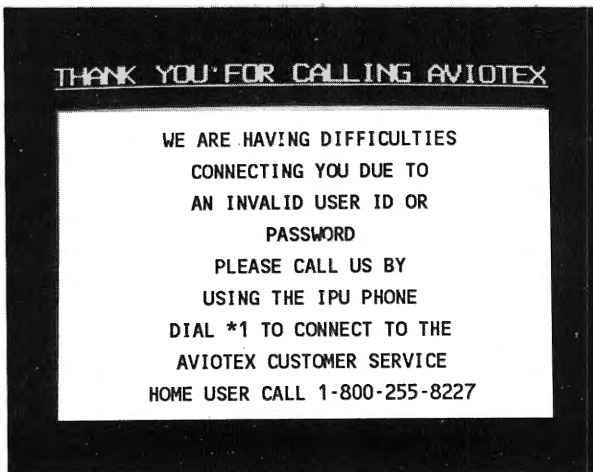AVIOTEX CUSTOMER SERVICE
HOME USER CALL 1-800-255-8227

FIG 1-2

Therefore, a very important key on your keyboard is the [RETURN] key. Almost every command to display information on the monitor screen requires this key. If you are using an IPU, locate this key. If you are using a Sceptre, or a TABS portable unit, the [SEND]* key accomplishes this function. Personal computer users need to locate the key that accomplishes an "enter" function to input a command in to the computer. For clarity, we will use [RETURN] as our "enter" key for the remainder of this users manual.

TABS is built on the use of selection menus. A way to bypass menus will be discussed later. However, the use of menu functions makes TABS fail safe. Each menu has a number of selections which allows you to press the key associated with that selection, and then [RETURN] to display your selection on the screen.

Once connected to TABS, the computer will verify your USER I.D./PASSWORD. If valid, it will display the TABS Main Menu. This page lists the TABS current submenus. From this point on, TABS utilization can be very quick and easy. We will now show you several ways to get the information you need from TABS.

Let's access the weather submenu. Press the number [1] key followed by the [RETURN] key. TABS will immediately display the weather submenu (Figure 1-4). The low level submenu contains all weather up to 18,000 feet. The high level submenu contains all weather above 18,000 feet. The third submenu indicates weather products that are coming soon.

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*Note: In cases where you are entering a command which involves only pressing the [SEND] key, make sure you press the [SPACE BAR] key before pressing the [SEND] key. Otherwise, the Sceptre will not respond to your request.

FIG 1-3

FIG 1-4

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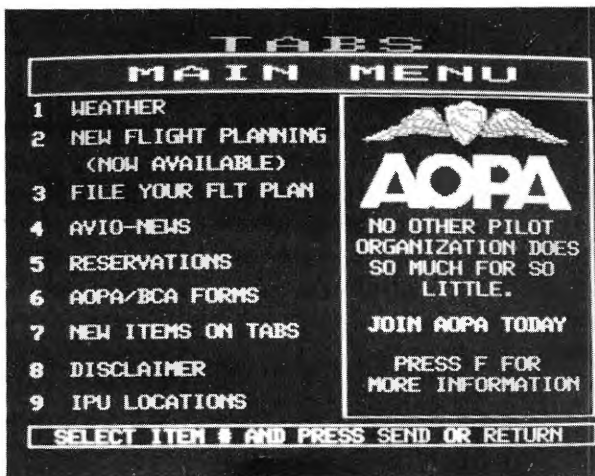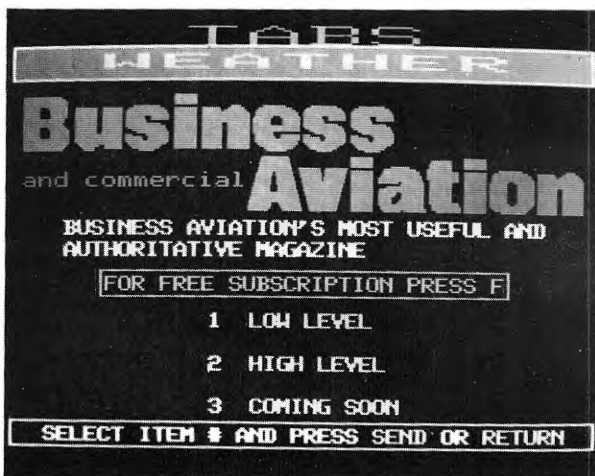
Call up the low level or high level submenu by pressing [1] or [2] and [RETURN]. Figure 1-5 or 1-6 should now appear.

```
            TABS
      LOW  LEVEL  MENU
 1 SIGMETS             11 RADAR IMAGE
 2 SURFACE ANAL.       12 700 MB
 3 SURFACE PROG.       13 850 MB
 4 VFR/IFR ANAL.       14 TAFORS
 5 SIGWX PROG.         15 NOTAMS
 6 SA/FT'S             16 ROUTE
 7 FA'S                17 HIGH LVL MENU
 8 FD'S                18 HELP
 9 PIREPS              19 US RADAR TRACKS
10 RADAR SUMMARY
   SELECT ITEM # AND PRESS SEND OR RETURN
```

FIG 1-5

```
            TABS
      HIGH  LEVEL  MENU
 1 SIGMETS             11 250 MB ANAL.
 2 SURFACE ANAL.       12 FL240
 3 SURFACE PROG.       13 FL340
 4 SIGWX PROG.         14 RADAR SUMMARY
 5 VFR/IFR ANAL.       15 RADAR IMAGE
 6 FA'S                16 TAFORS
 7 SA/FT'S             17 NOTAMS
 8 FD'S                18 ROUTE
 9 PIREPS              19 LOW LVL MENU
10 500 MB ANAL.        20 HELP
   SELECT ITEM # AND PRESS SEND OR RETURN
```

FIG 1-6

Now, from the low or high level submenu, select any item you desire and press [RETURN].

After you are finished with the weather data base, press the [MAIN MENU] key at the IPU or type "MAIN" and press [RETURN]. This will display the main menu.

Should you wish to bypass submenus, you may access any portion of the data base by use of keywords. These keywords are listed in the Appendix section of your users manual.

KEYWORDS

LL   = Low Level Weather Menu
HL   = High Level Weather Menu
MAIN = Main Menu
EXIT = Quit

Example: From the Main Menu, we wish to access the Low Level submenu. Type: [L] [L] [RETURN]!

KEYWORDS AND FAST ACCESS

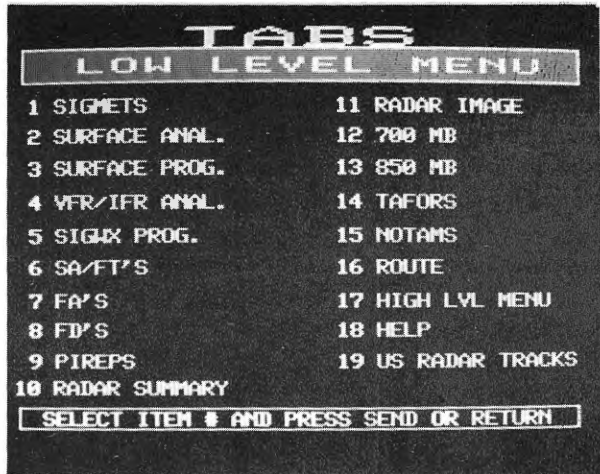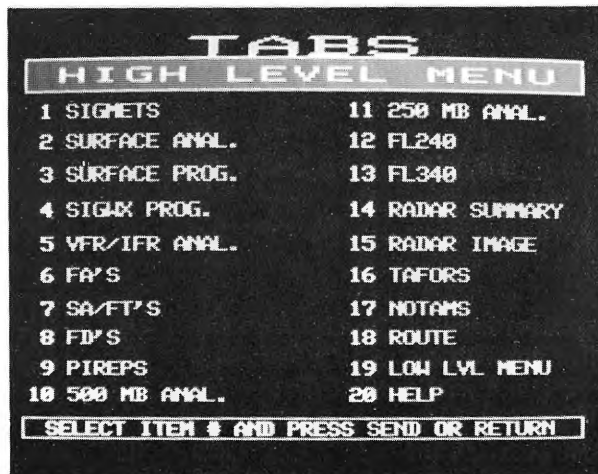Keywords allow you to access the TABS system more rapidly. Appendix A lists all keywords that can be used to bypass all menus and go directly to the observation/information page you desire. Remember to press [RETURN] after the keyword. Some keywords are two or more words long; don't forget to use the [SPACE BAR] bar on your keyboard to separate words.

As in any situation requiring speed and skill, practice is essential. Use the key words in Appendix A to study the information shown on the monitor. This will help you understand how the data base is organized. With a little practice, you will have your own Flight Service Station (FSS) at your finger tips! However, for beginners the use of menus and submenus is advisable. These items will show you the additions to the data base.

REMEMBER

Press [RETURN] after each entry.

Press [SPACE BAR] between words.

FLYING WITH TABS WEATHER

TABS weather is very comprehensive for both the low and high altitude structure. Now you too have the benefit of face-to-face weather briefings, 24 hours a day, 7 days a week. Today, the professional pilot is presented with new demands on his time and flexibility. TABS enables any pilot flying, either at high or low altitude, to access the full range of aviation weather information available at any FSS. Aviotex is pleased to bring you a fully automated color graphics and full ASCII systems. TABS features allow a "quick look" observation or an in-depth analysis of existing conditions, forecasts and trends. Let's do a few examples to illustrate this point.

The Surface Analysis Chart (Fig 1-7) will allow you to see the nationwide general weather trends and how they may affect your flight. To get this chart, you may do one of two things.

1- From the Main Menu select "Weather".
   From the "Weather" submenu select "Low Level" or "High Level".
   From the Low Level or High Level submenus select "Surface Analysis".
   Then select the area desired, OR
2- From anywhere, type "SFCA USA"

FIG 1-7

FIG 1-8

04/87
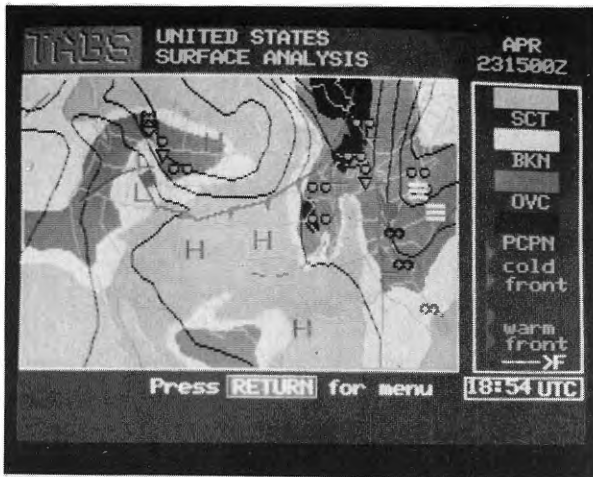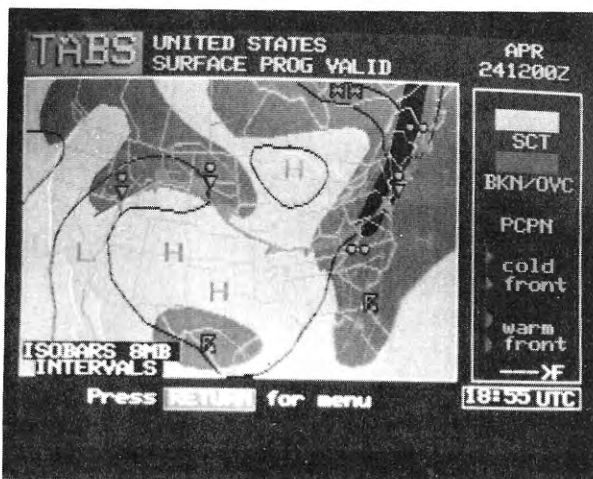
KEYWORDS

SFCA	= Surface Analysis Menu
SFCA USA	= Surface Analysis USA
SFCA CAN	= Surface Analysis Canada
SFCA ALA	= Surface Analysis Alaska
SFCA NAM	= Surface Analysis North America

Fronts, sky conditions, precipitation and pressure patterns will all be illustrated in this chart. Notice that the side legend can be scrolled several times forward or backward by pressing the [F] or [B] keys, respectively followed by the [RETURN] key. Alternatively, at our IPU's, you may simply press the [PAGE >F] OR [PAGE <B] keys.

The Surface Prognosis Chart (Fig 1-8) can also be observed to see what significant changes may occur within the next 24 hours of flight.

Notice that all the charts are basically presented in the same format. You will always find the current GMT time, date and valid time on the chart. If the chart is late from the National Weather Service, the screen will state this fact.

KEYWORDS

SFCP	= Surface Prognosis Menu
SFCP CAN	= Surface Prognosis Canada
SFCP USA	= Surface Prognosis USA
F [RETURN]	= Page Forward
B [RETURN]	= Page Backward

TABS ROUTE WEATHER

Accessing the TABS low level "route" function by use of the key word ROUL, will allow you to enter your intended route of flight by using location identifiers separated by a space (Fig 1-9). The corresponding high level keyword is ROUH. TABS will display Surface Aviation reports (SA), Terminal Forecasts (FT), Class 1 NOTAMS, and winds aloft (FD) for all requested points. Note that if you wish high level winds (above 18000), you must select ROUH. In addition, the report will include all weather within 25 nautical miles either side of a line connecting those points.

For a complete weather briefing, be sure to access all other sections of the weather submenu. Refer to paragraph 502 of the Airman's Information Manual for recommendations on weather items for a complete preflight briefing.
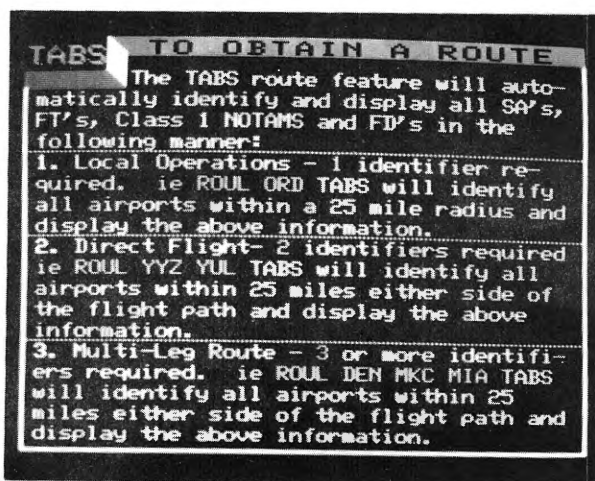
FIG 1-9

KEYWORDS

ROUL = Route Low Level
ROUH = Route High Level

Remember: it is always a good idea to save and/or print your data for later use.

HELPFUL HINTS

Whatever your level of aeronautical experience, TABS can meet your needs. A few suggestions will help you along:

1. Abbreviations can be deciphered by using TABS "HELP" feature which will translate the more obscure NWS contractions you may see in the text of the reports. As an ongoing process, we do try to decode some of these coded items. For example, type SADE LAX & press [RETURN].

2. Use keywords as much as possible to move around freely in the data base. This will save you time and effort.

3. Read the instructions provided with your videotex-decoder, PC and IPU unit before attempting to access TABS. This will save you time.

4. Should the IPU be out of paper, see your FBO front desk manager or call Aviotex on the IPU phone by dialing [*1].

5. Should you desire to terminate your viewing of information rapidly, just type the keyword "EXIT" and press [RETURN]. TABS will immediately dis-connect you from the system. At the IPU, press the [EXIT] key. Should you forget to exit from the system, you will be automatically disconnected ten minutes after your last entery. This time will be charged to your account.

6. Call us anytime you have questions about TABS. Our toll free number is 1-800-255-8227.

KEYWORDS

SADE.AAA   =   DECODE SA where AAA is a station ID

EXIT   =   EXIT

FLIGHT PLANNING

TABS flight planning provides an on-line interactive system for producing flight plans based on Minimum Time Track (MTT), Minimum Distance Track (MDT), point to point direct, point to point via airways, point to point via personal route, point to point using Rnav & point to point using Loran. TABS utilizes a fine grid of upper air winds and temperatures. When these winds are used in conjunction with specific performance data for your aircraft and the complete high and low level airway structure, the resultant plans have a high degree of accuracy.

Aircraft performance information are stored on the TABS computers in two (2) ways. First, the complete cruise performance sections of an aircraft are loaded into the system by "Generic" name. Such performance tables are normally obtained from the user, if not already on the system.

Second, you may elect to forward to Aviotex the specific information for your aircraft. Aviotex will load this information for your specific tail number upon request.

As an option, Aviotex shall build individual records in the system for your specific tail number. These records contain such information as your operational empty weight, maximum weights for take-off, landing and zero fuel. The fuel capacity, maximum operating altitude, fuel bias, engine type, and type of navigational equipment is also stored. When your record by tail number is complete, you may then flight plan using either the "generic" type or your tail number. Enter option 5 on the flight planning menu for a list of all "Generic" aircraft types currently resident on the system. TABS will respond by presenting a manufactures list. Select the manufacturer by entering the item number. Then page forward by using [F] [RETURN].

The system is designed to optimize fuel through vertical and lateral analysis which may result in step climbing to more fuel-efficient altitudes.

From the TABS Main Menu, enter the Flight Planning sub-
menu by selecting number 2, in order to calculate your flight
plan. The following Flight Planning submenu will be dis-
played (Fig 2.0).

FIG 2-0

Here you must decide if you wish to calculate MTT/MDT
or a point to point, Rnav or Loran flight plan. If you decide
on the latter, select [3] [RETURN]. For a MTT or MDT you
must select [1] or [2] respectively.

While entry of 1 or 2 will produce screen formats that look
the same, you must be selective. If you want to do a MTT,
select number 1; if you want to do a MDT, select number 2. Be
aware that although the screens look the same, the programs
they activate are not. Note that in many cases, the two routes
produced may be the same, due to the "general" east-west wind
flow. Where they normally differ is in an area of abnormal
wind patterns, usually associated with a north-south trough.
After the type of plan (MTT or MDT) has been selected, the
system allows either a personal aircraft or a generic type to be
used.

After selecting item [1] (MTT) from the Flight Planning
submenu, the following submenu should be displayed (Fig 2.1).
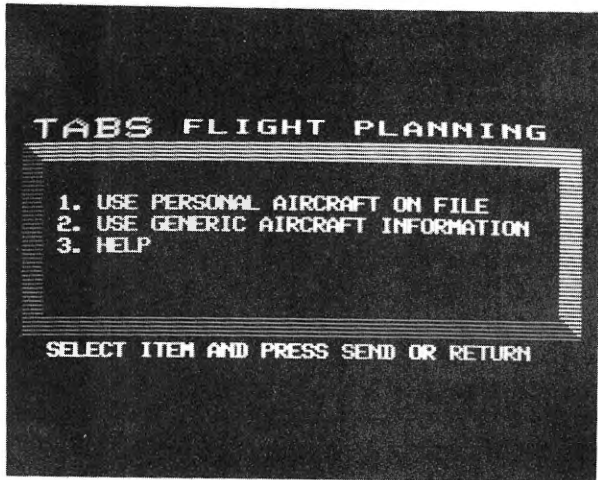
FIG 2-1

Selecting item 2 from this menu (Fig 2.1) will display the final screen (Fig 2.2).
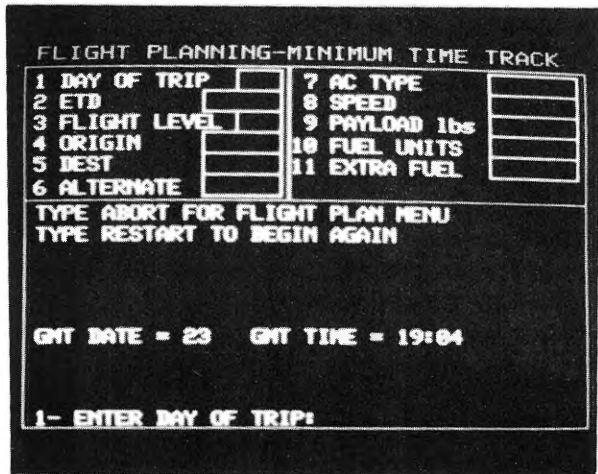
FIG 2-2

Note: Box 7 in Fig 2.2 reads "A/C type". Had a personal aircraft been selected in Fig 2.1 above, this box would read "Tail number".

For each of the eleven items in Fig 2.2, help and examples are displayed. In this example, TABS asks for the day of the trip. The user must type [2] [3] [RETURN]. Next TABS will ask for the ETD. For more details, see Appendix C.

The following is an example of a "Filled In" screen, for a Gulfstream 3 flying from Los Angeles to Las Vegas, using a return alternate of Los Angeles; and the resulting flight plan.


```
FLIGHT PLANNING-MINIMUM TIME TRACK
1 DAY OF TRIP    [23]   7 AC TYPE      [G3.]
2 ETD        [20:00]    8 SPEED        [80]
3 FLIGHT LEVEL  [LF]    9 PAYLOAD lbs  [4000]
4 ORIGIN       [LAX]   10 FUEL UNITS   [LBS]
5 DEST         [LAS]   11 EXTRA FUEL   [0]
6 ALTERNATE    [LAX]
TYPE ABORT FOR FLIGHT PLAN MENU
TYPE RESTART TO BEGIN AGAIN



IS ALL THE DATA CORRECT?(Y/N)
```

FIG 2-3

Note: The User has answered all questions requested, one at time. TABS now is asking if all information is correct. If the answer is yes, type [Y] [RETURN]. If the answer is no, type [N] [RETURN]. Then follow directions.

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```
TABS      FLIGHT PLAN
WARNING: FLIGHT PLANNING CURRENTLY DOES
NOT INCORPORATE MEAS OR MAAS


231910Z
FLT REL AV10959 LAX/LAS    M:80 A/C G3
              FUEL  TIME  TOGWT  LDGWT  W/C
DEST LAS    002191 0032  49075  46884 P000
CONT        001963 0045
ALTN LAX    002020 0039 DIST 0214 W/C P000
HOLD        000000 0000
REQD        006174 0156 ZFW          042900
EXTRA       000000 0000 PAYLOAD      004000
TTL AT TO 006174 0156 RTE MT    DIST  216


        PRESS RETURN FOR MENU      >>F
```

FIG 2 - 4


```
TABS      FLIGHT PLAN
CKPT   F/L  DIST T/H ZNT  TMP TAS FUEL
       WIND ZND M/H TIME  TRP G/S x10

LAX    CLB  0005 247 0001 P07 CLB 0606
       20009 005 233 0001  39 ---

TOC*   270  0046 057 0007 P10 364 0514
       19009 041 043 0008  38 370 ---

DAG    270  0116 056 0009 P00 479 0449
       22015 070 042 0017  38 493 ---

TOD*   270  0144 046 0003 P00 479 0422
       21011 028 032 0020  38 489 ---

        PRESS RETURN FOR MENU      B<>F
```

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In Fig 2.4 a , under the header "FIX ID", LAX/A is used to designate the Los Angeles airport, while LAX-CA is used to designate the Los Angeles VOR. This is necessary because they have different coordinates. The two letters following the "-" indicate the state where the fix is located.

Had number 2 (MDT) been selected in the Flight Planning submenu (Fig 2.0), the system would have displayed the MDT screens and produced a MDT flight plan. MDT is the shortest airway combination between origin & destination. The presentation format is identical to MTT. Use the MTT directions along with Appendix C for a thorough understanding of the system.

The slection of item 3 in the Flight Planning submenu (Fig 2.0), displays the personal route screen (Fig 2.5) and produces a personal route flight plan.

```
FLIGHT PLANNING-PERSONAL ROUTE
1 DAY OF TRIP  [    ]   7 TAIL NUMBER   [    ]
2 ETD          [    ]   8 SPEED         [    ]
3 FLIGHT LEVEL [    ]   9 PAYLOAD lbs   [    ]
4 ORIG         [    ]  10 FUEL UNITS    [    ]
5 DEST         [    ]  11 EXTRA FUEL    [    ]
6 ALTERNATE    [    ]

TYPE ABORT FOR FLIGHT PLAN MENU
TYPE RESTART TO BEGIN AGAIN




GMT DATE = 20    GMT TIME = 23:04


1- ENTER DAY OF TRIP:
```

FIG 2-5

Note: In order to use this personal route feature, you must first pre-build the route. The personal route building facility is available by selecting item 4 of the Main Flight Planning submenu (Fig 2.0)

Route Building

The selection of item 4 in the Flight Planning submenu (Fig 2.0) allows two types of routes to be constructed. That selection produces a new screen as depicted on (Fig 2.6).

As can be seen from fig 2.6, TABS requires you to select the type of route you wish to build. The first option is good for VORs, Loran, and Rnav. The second is used for all the above as well as airways.

"Directs" can be substituted for airways upon leaving the departure airport, approaching the arrival airport, or anywhere in between. In addition, there is a "GRID" of geographic coordinates stored in the system that can be accessed. This grid has points at every whole degree of latitude and every whole degree of longitude within the boundaries of the United States.

An example: J16 originates in Portland, Oregon (PDX) and terminates in Boston, MA (BOS). Along that particular airway are 13 VORs plus 8 intersections or points defined on the Jeppesen charts. A route could be built using this method by simply asking for a "Direct" to the Portland VOR, then by airway J16 to the Boston VOR and direct to the Boston airport. If it was desired to build a Standard Instrument Departure (SID) or a Standard Arrival (STAR) by going direct from one point to another, then that could be done as well.

When you specify that you want to build the route on J16 from PDX to BOS, TABS will find the IDs of all the enroute fixes between the two VOR's. These are incorporated into a single route that you can flight plan on. Should you wish to branch off J16 at some point along the airway and take another airway, you simply specify the last point on the airway over which you intend to fly, then ask for the new airway, continuing along it to destination or branching off to another airway.
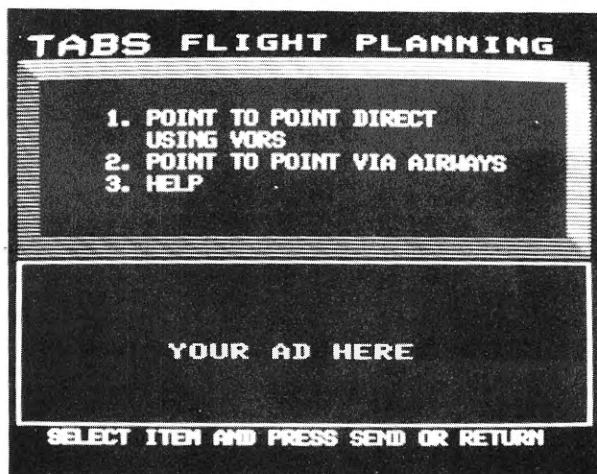
FIG 2-6

The following route was built based on selection of number 1 (Fig 2.6), "build a route point to point direct using VOR's". It is not necessary that the points be VOR's. In this case a combination of VOR's and geographic coordinates are used. The origin and destination vector mileage boxes are used to simulate a "SID" or a "STAR". Pressing the [RETURN] key automatically generates 4 N.M. at each end of the route. If a real "SID" or "STAR" was built, then these boxes should have a zero typed in. If you wish more vector mileage, simply type your selection & press [RETURN].

FIG 2-7

In order to build your route, simply follow the prompts provided by TABS. For each of the 5 items on Fig 2.7, Help and examples are displayed (See Appendix C).

> Note: You can not build a route from airport direct to another airport. You must build your route first to a check point, then to at least a second check point, then to your destination airport. Those check points can be VOR's, intersections or geographic coordinates.

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FIG 2-8

Note: The latitude & longitude
coordinates are entered by inputing
whole numbers as follows
EX: [4][6][N][1][1][0][W][RETURN]

It is necessary to note that Fig 2.7 and 2.8 are one and the
same. The latter was filled in item by item; then TABS
produced the results presented on Fig 2.8.

FIG 2-9

The following route (Fig 2.10) was built based on selection of number 2 (Fig 2.6), build a route point to point via airways.

> Note: In the following example (Fig 2.9 and 2.10) there were only 8 entries required to complete the route build for the high level structure as follows:
>
> 1) PDX   2) E   3) J16   4) BOS
> 5) E   6) DCT   7) .   8) E
>
> THE "DCT'S" ARE GENERATED BY THE [RETURN] KEY.

> Note: You must input [J][1][6][RETURN]

FIG 2-10

To use your personal route, select item 3 of the Flight Plan submenu and proceed as previously described.

Once your flight plan is calculated and you have a printout you may wish to file a flight plan. Type the keyword [FILE] and press [RETURN].

Note that your TABS flight plan includes an ATC approved text at the bottom of the plan. You may use this in the route section of the filing form. Then proceed with the next section of this users manual.

CAUTION

Although TABS provides state of the art flight planning, it is essential to remember that the flight plan is just that- nothing more than a plan. The critical calculations are based on forecasts, not facts. Once enroute, the plan must be modified using the winds as they exist, not as forecasted. Unforecasted conditions can also necessitate a change in cruise altitude, which in turn changes the fuel flow and TAS. The plan you make on the ground satisfies the rules; the plan you make enroute compensates for reality. No matter how thorough the flight plan, it is nothing more than the sum of many predictions concerning weather and your aircraft performance. Check your progress against the plan.

FLIGHT PLAN FILING

Flight plan filing can be accessed by selecting item 3 of the Main Menu. You will be presented with the standard FAA Flight Plan Filing Form. Generally, forms work a little different than the other TABS functions:

a- To move from one field to the next field or from one line to the next line, press the [NEXT] key. On PC's press the [TAB] key.

b- To move to a previous field with an IPU keyboard, press [PREV] key. With a Sceptre, press [CTRL + NEXT] key. On PC's press [shift] and [TAB].

c- To delete the contents of a field, press the [<] key (Sceptre's press [BKSP].*

d- To send the contents of the FAA form for processing, press the [SEND] key. On PC's press the [RETURN] key.

If you elect to file with TABS, the Aviotex flight planning personnel will fast file your flight plan directly with the nearest FSS "fast file" drop line. It is important to remember the following points:

---

* Sometimes you will find the backspace key [<] will not erase an input. In such a case press [SPACE BAR] followed by [BKSP].

1) Aviotex does not assume any responsibility and/or liability by offering this service to you. This service is offered in order to assist you with your filing. We shall file exactly what you pass on to us electronically. If you file an erroneous flight plan, Aviotex shall file exactly the same plan with FSS. IF YOU DO NOT FILL OUT EACH AND EVERY SPACE IN THE FAA FLIGHT PLAN FILING FORM, AVIOTEX SHALL NOT FILE YOUR FLIGHT PLAN. Be accurate with filing.

2) You must file your flight plan with TABS at least 30 minutes before your ETD. We receive hundreds of flight plans. They will be verbally filed in the order received. It is anticipated that the FAA will allow the automatic filing of flight plans by year end of 1987.

3) You must open and close your VFR flight plan as per the FAR's.

4) You must pick up your clearance from the appropriate clearance delivery frequency from your airport of departure.

5) **PRINT OUT YOUR FLIGHT PLAN**, so you know what you've filed.

6) To fill out the Flight Plan Filing Form, please refer to instructions (a) thru (d) of this section on page 39.

7) To send form press [SEND]. On PC's press [RETURN].

FIG 2-11

Note: To move from field to field, press [NEXT]. PC users select [TAB] key. To move the prompt from end of one line to new line, press [NEXT]. This form is not equipped with a carriage return. To mail form, press [SEND].

When you send your plan to Aviotex, the computer saves a copy and then prints the plan in a revised line by format. After the flight plan has been received & processed by Aviotex, the following message will be displayed:

FIG 2-12

If the form was incomplete, a negative response will be displayed as follows:

FIG 2-13

The only two fields where TABS allows some latitude is the "REMARKS" field and the "PIC name---", etc, Field. There does not have to be anything in the remarks field and as long as the pilots last name and phone number (with area code) is shown, in the PIC name section, then TABS will process the plan. If any other piece of information is missing or garbled, then TABS will send a negative response to the user as in Fig 2.13.

AVIO-NEWS

TABS provides you with Business & Commerical Aviation Intelligence Reports, AOPA News Briefs and Speednews flashes. By selecting AVIO-NEWS on the Main Menu, you will receive the AVIO-NEWS submenu page. By selecting either item [1], [2], [3] or item [4] on this page, you can select the appropriate news section. To page forward in each section press [F] [RETURN]. To page back press [B] [RETURN]. In order to return to the Main Menu, press the [MAIN MENU] key. Alternatively, you may turn back the "book pages" by pressing the [RETURN] key.

Note:

F[RETURN] = Page forward key
B[RETURN] = Page backward key

RESERVATIONS

By selecting "RESERVATIONS" on the Main Menu, you will view the reservations instructions. The travel agency will accommodate you with airline, hotel or car reservations, and will charge your credit card.* Very shortly we will provide you a link to American Saber.
* Currently available on IPU's only

IPU AND FBO LOCATIONS

By selecting IPU and FBO LOCATIONS on the Main Menu, you will view the IPU/FBO location submenu by state. The [F] and the [B] followed by [RETURN] key allow you to view additional pages and previous pages. The [RETURN] key will bring you back to the IPU and FBO location submenu.

TABS KEY WORDS

As mentioned earlier, keywords allow you to access our services more rapidly thus minimizing your time on the system.

The following list details some of the keywords presently available on TABS. As new features are added to the system, this list will be constantly updated.

MAIN	Main Menu
HL	High Level Menu
LL	Low Level Menu
WS	Sigmet Regional Submenu
SFCA	Surface Analysis Submenu
SFCA NAM	Surface Analysis Chart - North America
SFCA USA	USA
SFCA ALA	Alaska
SFCP	Surface Prognosis Submenu
SFCP CAN	Canada
SFCP USA	USA
VFRH	VFR/IFR Contours Submenu
VFRH USA	USA
VFRL AA	VFR/IFR Dot plot charts submenu by states. Updated hourly at 25 minutes past the hour where AA is the state
VFRL AL	Alabama
VFRL AK	Alaska
VFRL AZ	Arizona
VFRL AR	Arkansas
VFRL CA	California
VFRL NCA	North California
VFRL SCA	South California
VFRL CT	Connecticut
VFRL DE	Delaware

VFRL FL	Florida
VFRL GA	Georgia
VFRL HI	Hawaii
VFRL ID	Idaho
VFRL IL	Illinois
VFRL IN	Indiana
VFRL IA	Iowa
VFRL KS	Kansas
VFRL KY	Kentucky
VFRL LA	Louisiana
VFRL ME	Maine
VFRL MD	Maryland
VFRL MA	Massachusetts
VFRL MI	Michigan
VFRL MN	Minnesota
VFRL MS	Mississippi
VFRL MO	Missouri
VFRL MT	Montana
VFRL NE	Nebraska
VFRL NV	Nevada
VFRL NH	New Hampshire
VFRL NJ	New Jersey
VFRL NM	New Mexico
VFRL NY	New York
VFRL NC	North Carolina
VFRL ND	North Dakota
VFRL OH	Ohio
VFRL OK	Oklahoma
VFRL OR	Oregon
VFRL PA	Pennsylvania
VFRL RI	Rhode Island
VFRL SC	South Carolina
VFRL SD	South Dakota
VFRL TN	Tennessee
VFRL TX	Texas
VFRL NTX	North Texas
VFRL STX	South Texas
VFRL UT	Utah
VFRL VT	Vermont
VFRL VA	Virginia
VFRL WA	Washington
VFRL WV	West Virginia

VFRL WI	Wisconsin
VFRL WY	Wyoming
VFRL HUDB	VFR/IRF Plot Analysis - Hudson Bay
VFRL SASK	Saskatchewan
VFRL MARI	Maritimes
VFRL NPRY	Northern Prairies
VFRL NOBC	Northern British Columbia
VFRL SOBC	Southern British Columbia
VFRL SALB	Southern Alberta
VFRL NWTR	Northwest Territories
VFRL SMAN	Southern Manitoba
VFRL NMAN	Northern Manitoba
VFRL QUEB	Quebec
VFRL NWON	Northwestern Ontario
VFRL SEON	Southeastern Ontario
SWL	Sig.Weather Prog Low-Mid level Submenu
SWL CAN	Sig.Weather Prog Low-Mid level-Canada
SWL CAR	Caribbean
VFR1	12 hr.Sig.Weather/VFR/IFR Prog-Surface to FL24
VFR2	24 hr.Sig.Weather/VFR/IFR Prog-Surface to FL24
SWH	Sig.Weather Prog Mid-High level Submenu
SWH NAM	Sig.Weather Prog Mid-High level North America
SWH NAT	North Atlantic
SWH NEP	Northeast Pacific
SWH NWP	Northwest Pacific
SWH CAR	Caribbean
FA	Regional Area Forecast Submenu
FA YYZ	Area Forecast - issued from Toronto
FA WUL	Montreal
FA WHX	Halifax
FA WEG	Edmonton
FA WWG	Winnipeg
FA WVR	Vancouver
FA YQX	Gander
FA YXY	Whitehorse
FA BOS	Boston
FA CHI	Chicago
FA SLC	Salt Lake City
FA MIA	Miami
FA SFO	San Francisco

FA DFW	Dallas
FA ANC	Anchorage
FA FAI	Fairbanks
FA JNU	Juneau
SA	SA/Regional Selection Submenu
SA AAA	Last 3 hours of SA's plus the current FT for station AAA. Standard 3 letter idents should be used e.g. SA LAX for Los Angeles.
SADE AAA	Last 3 hours of decoded SA's plus the current FT Standard 3 letter idents should be used e.g. SADE LAX for Los Angeles
FDL (FDH)	Low level (high level) winds aloft submenu
FDL (FDH) AAABBB...JJJ	Provides Low Level (High Level) winds aloft for up to 10 stations AAA through JJJ. Standard 3 letter station idents should be used.
UA	Pilot Reports Submenu
UA CAN	Pilot Reports - Canada
UA EUS	Eastern U.S.
UA WUS	Western U.S.
UA ALA	Alaska/Hawaii
SD	Radar Summary Submenu
SD SMUS	Radar Summary - U.S.A.
SD NEWS	Northeast U.S.
SD SEUS	Southeast U.S.
SD SWUS	Southwest U.S.
SD NWUS	Northwest U.S.
SD SCUS	South Central U.S.
RAD YYZ	Radar Image from King City (Toronto,Canada)
850M	850 mb Analysis Chart for North America
700M	700 mb Analysis Chart for North America
500M	500 mb Analysis Chart for North America
250M	250 mb Analysis Chart for North America
NOTL	NOTAM Regional Submenu for U.S. Class 1 NOTAMS

NOTL AAA	Current Class 1 NOTAMS for station AAA, i.e., NOTL LAX would give all current Class 1 NOTAMS in effect for Los Angeles.
ROUL (ROUH)	AAA...JJJ Low Level (High Level) routing information for stations AAA through JJJ. Information includes SA's, FT's, Class 1 NOTAMS and Winds Aloft data.
FL24	Wind Analysis for 24,000 feet submenu
FL24 NAM	North America
FL24 NAT	North Atlantic
FL24 NWP	Northwest Pacific
FL24 NEP	Northeast Pacific
FL34	Wind Analysis for 34,000 feet
FL34 NAM	North America
FL34 NAT	North Atlantic
FL34 CAR	Caribbean
EXIT	Disconnects you from TABS.
HELP	Places you in the HELP section of TABS.
SDUS	Radar tracks menu
SDUS AAA	Radar tracks where AAA is station ID
TAF AAA	Terminal Aviation Forecast in the ICAO code.
FILE	File flight plan.

FUNCTION KEYS

A special set of Function keys are available to TABS Users for frequent commands. They are called Macro-Keys. They are assigned to the keys [F1] to [F10].

F1	F2
Main Menu	Weather
F3	F4
Flight Planning	Avio-News
F5	F6
Unused	Unused
F7	F8
Reservations	Subscriptions
F9	F10
Exit	Help

APPENDIX B

I. IBM PERSONAL COMPUTER AND IBM COMPATIBLES

MICROSTAR PERSONALITY + III SOFTWARE

The software reference manual that comes with this package will generally explain how to operate the software. Refer to the table at the end of this Appendix B for hardware requirements.

1. Selecting The Color Card Driver:

    A. Type "PP3SET" followed by a [RETURN]

        Result: You will see the title screen

    B. Press any key to continue.

        Result: You will advance to the directory of Graphics Card Drivers.

    C. Select the Driver appropriate for the Color Card installed in your computer and press [RETURN].

        Result: You will advance to the options screen.

    D. Select the desired options and press [RETURN] or [RETURN] only for no options.

        Result: You will return to the DOS prompt.

                  Note: It is advisable to accept the default values for the options screen by pressing the return key.

                          Systems configured with a VEGA EGA or QUADRAM Graphics card may require the "+VN" option from PP3SET's option page.

2. Setting Up The Software Parameters

    A. Type "PP3" followed by a [RETURN] to load PP3.

        Result: You will see the title screen.

    B. Press [RETURN].

        Result: You will advance to the Service Directory
                   screen.

    C. Press [1] and [F1] to set up your TABS directory entry.

        Result: You will advance to the setup page.

                   Note: Do not press [1] and [RETURN] key!
                            The return key will execute the
                            service number selected. If you
                            have done so, press [ALT] and
                            and [F10]. Personality + III will
                            return you to the "Directory of
                            Services" menu. Now repeat step C
                            above.

    D. Enter the following information using the cursor con-
        trol keys to move from entry to entry and substituting
        your access number, USER ID and PASSWORD where
        appropriate:

        Service Name: TABS
        Connect Sequence: ATDT0000000^M
                           ~0~0~0A~2^RTABS^M
                           ~0~0~0~0999999^M~68888^M

                Where: 0000000   = Tymnet access
                                          number
                          999999   = TABS USER ID
                          8888   = TABS PASSWORD

Note 1: Should you be using a modem
that is not Hayes compatible,
start with the dialing com-
mand appropriate for your
modem. Consult your modem
manual.

Handshake Type:	Full
Terminal Message:	PP3
Port:	Com1 or Com2, depending upon port configuration
Baud/Speed/Bps:	1200 or 2400, depending upon your modem and the availabilty of 2400 baud access in your area
Parity/Data/Stop:	None/8/1
Character Echo/Duplex:	No/Full
ASCII Command Type:	Character
Linefeed:	Normal
Videotex Command Type:	Character

E. Now press the [F1] key to return to the Directory of
Services menu ... or ... press [F2] to execute this direc-
tory service entry.

Note: As mentioned in the bottom part of
the instruction menu screen of
PP+III: the [F1] key will update any
changes you have made in the service
entry to disk ... and ...
[F2] key will ... A) Update the last
changes made and execute the ser-
vice ... or ... B) Execute the dir-
ectory service number selected
from the Directory Service menu.

3. Accessing The TABS system

Step A. Assumes you are continuing from the set-up in-
structions above.

Step B. Assumes a log on from the DOS C> prompt.

A.   Enter the directory # and [F2] or [RETURN]
     from the Service Directory screen.

     Result: The PP3 software should make the dialup
              connection to TABS and automatically log
              into the system.

B.   From the DOS C> prompt, enter PP3 # [RETURN]
     where "#" is the number of the directory entry to be
     executed.

THE VANILLA DECODER SOFTWARE

     Note: The following instructions are for
              accessing the TABS database after
              the Vanilla install intructions
              have been followed. Please refer
              to your Vanilla handbook.

1.   Setting Up The Software Parameters

A.   Load the software into your computer by typing
     "TABS" from the DOS prompt.

     Result: You will see The VANILLA Decoder
              copyright page with a menu on
              the right hand side of the screen.
              A cursor in the shape of a hand
              should be pointing to the "CONNECT" box.

B.   Move the cursor to the "SETUP" box by pressing the
     down arrow key several times. Then press [RETURN].

     Result: The "SETUP 1" menu will appear with the
              cursor positioned on the "NXT SRVC" box.

C.   If this is the service that you wish to modify or create
     for access to TABS via Tymnet, move the arrow up
     one block, press [RETURN] and type in the name that
     you wish to call this setup followed by a [RETURN].
     "TABS" will do nicely.

Result: The cursor will move down to the "PHONE #" box.

Note: If you wish to modify a service other than the first one, position the cursor on the "NXT SRVC" box and press [RETURN] until the desired setup appears.

D. If your modem is a Hayes modem press [RETURN] and type in the Tymnet access number for your area followed by two [RETURN]s.

Result: The cursor will move down to the "TONE" box.

If your modem is Hayes compatible (Accepts the Hayes "AT" command set) but not recognized by The VANILLA Decoder as being Hayes compatible, enter the following dailing sequence in the phone box:

ATZ|,ATDT
0000000|

Where:		
	ATZ	Is the modem reset command
	|	Is the enter key as described in the VANILLA Decoder handbook page 2-15
	,	Is the modem pause command
	ATDT	Is "attention dail/ touch tone"
	0000000|	Is the Tymnet access telephone #

If your modem is not Hayes compatible and supports "Auto-Dailing" software, then follow your modem manual's instructions for setting up The VANILLA Decoder's communications functions. The setup example above or in The VANILLA Decode handbook (page 2-14) should be followed.

If your modem does not support the "Auto-Dailing" feature, setup The VANILLA Decoder communications parameters for manualy dailing the TABS service. Refer to page 2-14 of The VANILLA Decoder handbook and your modem manual.

E. Press [RETURN] until you exit the phone parameter box. The cursor should be positioned at the phone "SERVICE TYPE" box. To select the proper service, press [RETURN]. Then press the down arrow once.

 Result: The cursor will be positioned on the "MORE" box.

F. Press [RETURN].

 Result: The "SETUP 2" menu will appear with the cursor positioned on the second box from the top.

G. Press [RETURN] until the word "AUTODIAL" appears in the box. Then press the down arrow once.

 Result: The cursor will be positioned on the "RATE" box.

H. Press [RETURN] until the proper baud rate appears in the box. Then press the down arrow once.

 Result: The cursor will be positioned on the "DATA BITS/PARITY" box.

I. Press [RETURN] until the words "7 NONE" appear in the box. Then press the down arrow once.

 Result: The cursor will be positioned on the "COM PORT" box.

J. Press [RETURN] until the appropriate entry appears in the box. Then press [ESC].

 Result: You will then see the "SAVE ?" menu.

K. Move the cursor to the "YES" box and press [RETURN].

    Result: Your configuration will be saved and the main menu will soon appear.

2. Accessing The TABS System

A. Position the cursor on the "CONNECT" box and press [RETURN].

    Result: A new menu will appear with the cursor positioned on the "DIAL" box.

B. Press [RETURN].

    Result: The modem will dial the number programmed in the configuration. The screen will go blank and two and a half lines of x's will appear on the screen.

C. At any point while the x's are being displayed on your screen, press [shift] and [a] followed by a [RETURN].

    Note: [a] must be an upper case [A]

    Result: Tymnet will respond with a pad and port number followed by "PLEASE LOG IN:" and "USERNAME:" prompt.

    Note: This username is not the same as your personal TABS access code (USER ID) which allows you to log into the TABS system.

D. Press [CTRL] and [R] at the same time followed by typing "TABS" followed by pressing a [RETURN].

    Note: Make sure that there are no spaces between these keystrokes.

    Result: The screen will first go blank. You will soon see the TABS log on page.

E.   Enter your USER ID and PASSWORD at the appro-
     pritate prompts.

     Result: You will see the copyright page followed by
               the TABS main menu.

F.   Having set up The VANILLA Decoder by the above
     proceedures, subsequent access to the TABS system can
     be executed from the IBM DOS prompt. Execute the
     "TABS.BAT" file by entering:

     C>TABS[RETURN]

G.   VANILLA can also be executed from the IBM DOS
     prompt by using its "BATCH" commands listed in Ap-
     pendix A of The Vanilla Decoder manual.

     Example: C>VANILLA 4A C D
     Where: C>VANILLA = The VANILLA ex-
                            ecutable
                4A   = Executing in the 4-color
                            mode using texture table
                            "A"
                C   = The command to execute
                            the "CONNECT" box
                D   = The command to execute
                            the "DIAL" box.

II. COMMODORE 64 AND 128

VIDEOTEX DECODER SOFTWARE

1.   Setting Up The Software Parameters

     A.   Load the decoder software into your computer.

          Result: After the software has loaded, the screen will
                    clear and the message "Naplps ready" will
                    appear in the top left corner.

     B.   Enter setup by pressing the Commodore key [C=] fol-
          lowed by [C].

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Result: The setup page will now be displayed, showing all options with the default values surrounded by a rectangle.

C. Press [B].

   Result: A purple box will encircle item "B. 1200".

D. Press [E].

   Result: A purple box will encircle item "E. NONE".

E. Press [I].

   Result: A purple box will encircle item "I. INFOMART".

F. Press [J].

   Result: A purple box will encircle item "J. NAPLPS".

   Note: All subsequent uses of Video-tex Decoder Software II require the above parameter settings. If you should experience logon difficulties, check the above parameters first.

G. Press the Commodore key [C=] and [C] at the same time.

   Result: The screen will turn blank and the "NAPLPS READY" message will appear in the top left corner.

H. Press the Commodore key [C=] and [E] at the same time.

   Result: These keystrokes switch local Echo on so that characters typed from the keyboard are displayed on the screen.

2. Accessing The TABS System

The following procedures assume that your modem allows dailup access from your Commodore keyboard using any number of communications software packages. If your modem requires its own special telecommunications software, Videotex Decoder Software II will not perform properly. Both software packages (Your modems' software and Videotex Decoder Software II) can not reside in memory simutaneously.

A. Type the local Tymnet number preceded by the dialing sequence appropriate for your modem type followed by a [SHIFT] and a [RETURN] at the same time.

Result: You will hear the modem dialing followed by a highpitched answer tone. After the tone, you will see two and a half lines of x's.

B. At any point while the x's are being displayed on your screen, press [shift] and [a] key or an uppercase [A].

Note: This must be an uppercase A.

Result: Tymnet will respond with a pad and port number followed by "PLEASE LOG IN:".

C. Press [CTRL] and [R] at the same time followed by typing [TABS]. The press [SHIFT] and a [RETURN] at the same time.

Note: Make sure that there are no spaces between these keystrokes.

Result: The screen will go blank. You will soon see the TABS log on page.

D. Enter your USER ID and PASSWORD at the appropriate prompts.

Result: You will see the copyright page followed by the TABS main menu.

III. APPLE IIE AND IIC

FORMIC SOFDEC SOFTWARE

1. Setting Up Your Software Parameters

    A. Load your Decoder software and call up the setup page.

        Result: You will see a setup page on the screen.

    B. Configure the parameters as follows:

        Parity: None
        Word Length: 7 Bits
        Baud Rate: 1200
        Stop Bit: 1
        Xon-Xoff: Yes

        Result: You are now ready to access TABS.

2. Accessing The TABS System

    A. Dial your local Tymnet number.

        Result: You will hear a high-pitched carrier tone and see two and a half lines of x's.

    B. At any point while the x's are being displayed on your screen, press [A] followed by a [RETURN].

                Note: This must be an uppercase A.

        Result: Tymnet will respond with a pad and port number followed by "PLEASE LOG IN:" and "USERNAME:" prompts.

                Note: This username is not the same as your personal TABS access code (USERID) which allows you to log into the TABS system.

IV. <u>AT&T SCEPTRE DECODER & TABS PIPU</u>

For setup & operation of these units, please refer to the Decoders users manual. The last four pages in the Sceptre user manual explain how to program the units and how to log on to the TABS data base.

For a copy, call 800-255-8227.

APPENDIX C

FLIGHT PLAN INPUT EXPLANTIONS

FIELD#	FIELD	HELP REMARKS
1	DATE	Enter day of proposed flight in GMT (ZULU). Current GMT date is displayed in response box.
2	ETD	Enter estimated time of departure in GMT (ZULU). Flight plan cannot be prepared more than 30 hours in advance. Current GMT time is displayed in response box.

FIELD#	FIELD	HELP REMARKS
3	FLIGHT LEVEL	Enter "LF" to have the computer select an altitude where "Least Fuel" is burned. Enter "LL" to have the computer calculate a plan in the "Low Level" airway structure (below 18,000). Enter a 2 or 3 digit number to "Hold" the plan to a specified level or below. EX: "90" would "CAP" the altitude selection at 9000 ft. Entry of "290" would cap the altitude selection at 29000 ft.
4	ORIGIN	Must be the standard 3 letter code as defined by the FAA. EX: "LAX" would indicate the Los Angeles Int'l airport.
5	DEST .	Must be the standard 3 letter code as defined by the FAA. EX: "JFK" would indicate the John F. Kennedy Int'l airport in New York.
6	ALTERNATE	Must be the standard 3 letter code as defined by the FAA. Press [RETURN] if no alternate required. Enter "NA" if no alternate available as in the case of an island destination with only 1 airport.
7A	TAIL NUMBER	Enter tail number to be used in flight. Can be a maximum of 6 alphanumeric characters. For this option, you must register your aircraft with Aviotex.

FIELD#	FIELD	HELP REMARKS
7B	A/C TYPE	Enter "generic" Type of aircraft as available from Flight Planning Menu item No. 5 (Aircraft Types available).
8	SPEED	Enter the desired speed from the list displayed on the screen. EX: (Gulf-tream 3) 85 or 80 or MR. (MACH. 85, MACH. 80 or Maximum Range).These speeds are tabulated speeds as provided by the manufacturer.
9	PAYLOAD	Press [RETURN] for maximum pay-loador enter up to 6 digits depending upon aircraft size. EX: 100 equals 100 lbs -- 5000 equals 5000 lbs.
10	FUEL UNITS	Press [RETURN] to obtain output in lbs or enter the conversion factor for lbs to gallons as displayed on the screen. (You may enter values other than the displayed values but they must be no lower than 5 lbs/gal or no greater than 9 lbs/gal.
11	EXTRA FUEL	Press [RETURN] for no extra fuel or enter up to 6 digits. EX: 100 equals 100 lbs extra fuel -- 1000 equals 1000 lbs extra fuel. (This figure is above the normal FAA fuel requirement).

TABS Flight Plan

Warning: Flight Planning currently does not incorprate Meas or Maas

```
1 ► 251710Z                3        6      4         5  7
2 ► FLT REL AV10416  LAX/LAS    ▼ M:80   A/C G3
                 FUEL    TIME    TOGWT   LDGWT    W/C
13► DEST LAS 002111   0040    48703    46592    M026
14► CONT       003582   0045                               ─8
15► ALTN LAX 002110   0032    DIST 0214  W/C  PO18◄──36
16► HOLD       000000   0000                               ─35
17► REQD       007803   0157    ZFW                040900 ◄─9
18► EXTRA     000000   0000    PAYLOAD         002000 ◄─10
19► TTL AT TO 007803   0157    RTE  MT      DIST   216

          21    23    25    27       29   31    11      12
20► CKPT  F/L   DIST  T/H   ZNT  TMP  TAS   FUEL ◄─33
          WIND  ZND   M/H   TIME TRP  G/S   x 10
           22    24    26    28   30   32

    LAX   CLB 0005  250   001   PO1  CLB   0768
          02018 005  236   0001  42   ──    ── ◄─34

    TOC*  270 0036  055   0006  MO1  346   0685
          03018 031  041   0007  40   330   ──

    DAG   270 0116  046   0015  MO1  347   0621
          34060 080  032   0022  40   327   ──


    PRESS  RETURN  FOR  MENU                    › › › F
```

TOP OF CLIMB

TOP OF DESCENT

TOD *	270	0149	038	0006	MO2	346	0593	
	35057	033	024	0028	39	310	_ _	
LAS	DSC	0212	045	0012	MO6	DSC	0571	
	03018	063	031	0040	39	_ _	_ _	
LAS/A	DSC	0216	050	0001	MO6	DSC	0569	
	03018	004	036	0041	39	_ _	_ _	

DESTINATION

```
(FPL AV10416 I
 _G3/R    SDI/R
 -KLAX2300
 -0347F270 DCT LAX J9 LAS  DCT          ◄────── 37
 -KLAS2340 KLAX
 -REG/G3 )
```

FIX ID	LATITUDE	LONGITUDE
LAX/A	N 33 56.5	W 118 24.4
LAX-CA	N 33 56.0	W 118 25.9	◄38
DAG-CA	N 34 57.7	W 116 34.6
LAS-NV	N 36 4.8	W 115 9.5
LAS/A	N 36 5.0	W 115 9.2

PRESS RETURN FOR MENU

FLIGHT PLAN OUTPUT EXPLANATIONS

FIELD#	FIELD	HELP REMARKS
1	DATE & TIME	Identifies date and time (Z) at which flight plan was made in GMT
2	FLT REL	Flight release. Identifies the company that stores the aircraft information for these flight planning purposes and the flight No. for record keeping. EX: AV10416 would identify Aviotex and the flight number is 10416.
3	CITY PAIR	Identifies the departure point (origin) and destination of the flight plan.
4	SPEED (M)	Identifies the cruise speed of the aircraft used in flight plan. EX: M:82 indicates a MACH .82 plan.
5	AIRCRAFT	Identifies the aircraft (by tail number or generic type) used to calculate flight plan.
6	TOGWT	Identifies the take-off gross weight of aircraft including payload, fuel, operational empty weight, and any extra fuel.
7	LDGWT	Identifies the landing weight of the aircraft at destination.

FIELD#	FIELD	HELP REMARKS
8	WIND COMPONENT (W/C)	Refers to the mean effect of the wind on TAS. The winds provided by the computer are derived from the National Weather Service. EX: "P008" would mean that the ground speed (G/S) will be 8 knots greater than the TAS. "M 008" indicates a minus.
9	ZERO FUEL WEIGHT (ZFW)	Identifies the total weight of air-craft including payload and opera-tional empty weight except fuel.
10	PAYLOAD	Identifies the weight of passengers and any baggage or cargo.
11	RTE	Identifies route chosen between origin and destination. May be a "MT" (Minimum Time Track) or a "MD" (Minimum Distance Track) route.
12	DIST	Identifies the distance between origin and destination in NM.
13	DEST	Identifies destination, fuel and time it will take to get to destination
14	(CONT)	Refers to IFR reserves. Identifies the fuel and time required, either U.S. reserves or Int'l reserves, for flight plan.

FIELD#	FIELD	HELP REMARKS
	CONT (continue)	Int'l contingency for non-Turbine aircraft consists of 30 minutes fuel plus fuel for 15% of the total time from origin to destination to alternate, where the alternate is specified. If no alternate, then 30 minutes, plus fuel for 15% of the time from origin to destination.
15	ALTN	Identifies the alternate chosen for flight fuel and time required to get to the alternate. Also includes distance from destination to alternate and wind component as described in Field 8.
16	HOLD	Identifies the fuel and time needed to fly for 30 minutes, at holding speed, at 1500 feet above alternate airport (required on international flights).
17	REQD	Identifies the fuel and time required for entire flight including alternate, hold, and IFR reserve.
18	EXTRA	Identifies amount of desired extra fuel entered in flight plan, and time corresponding to that fuel, as calculated by the computer.
19	TOTAL AT TAKE-OFF (TTL AT TO)	Refers to the total fuel and time required for flight, including desired extra fuel.
20	CKPT	Identifies checkpoints, or waypoints along route of flight including TOC (Top of Climb) and TOD (Top of Descent).

FIELD#	FIELD	HELP REMARKS
21	F/L	Identifies flight level, or altitude specified in flight plan. Includes climb (CLB) and descent (DSC).
22	WIND	Identifies the average wind direction and speed between last checkpoint and current checkpoint.
23	DIST	Identifies accumulated distance.
24	ZONE DISTANCE (ZND)	Identifies distance between each checkpoint.
25	T/H	Identifies true heading. (T/H) = true course plus/minus wind correction.
26	M/H	Identifies magnetic heading. (M/H) = true heading plus/minus magnetic variation.
27	ZONE TIME (ZNT)	Identifies time between each checkpoint.
28	TIME	Identifies accumulated time.
29	TMP	Identifies outside air temperature (OAT) as related to Int'l Standard Atmosphere (ISA). EX: P10 would mean OAT at altitude would be ISA plus 10 deg. celsius.

FIELD#	FIELD	HELP REMARKS
30	TRP	Identifies height of tropopause, which is associated with jetstreams.
31	TAS	Identifies the true airspeed, in knots, of aircraft related to temp. and atmospheric conditions.
32	G/S	Identifies ground speed. G/S is TAS corrected for winds.
33	FUEL	Identifies fuel remaining at each checkpoint. May be either lbs or gallons at user's choice.
34	FUEL	Here is where the pilot jots down actual fuel remaining.
35	DIST	Distance from destination to alternate.
36	W/C	Wind component to alternate.
37	ATC CODE	Identifies aircraft and NAV equip, origin, destination, alternate, and route of flight as required by ATC when auto filing is permitted.
38	COORDINATES	Lists state identifier, latitude and longitude for each checkpoint in the flight plan.

APPENDIX D

TROUBLESHOOTING PERSONALITY + III

SETTING UP PP3

    Symptoms-   Displays are proportionatlely incorrect
                            PC hangs after dailup is complete

EQUIPMENT SETUP - PAGE 3

The driver options are specific for each particular type of graphics card. Selecting the wrong driver will cause your PC to appear as though it is "Hung" after executing the log on sequence (You will have a blank screen with the cursor in the left hand corner). This is because PP3 is communicating with a graphics card driver selected by you and your system which is not configured with the selected card. Go back and review the drivers available in the PP3SET directory. The window at the bottom of the screen gives details on the driver highlighted. Make sure you select the correct driver. If you can not identify the correct driver for your system, refer to your PC's manual. You can also go through the driver directory in a trial and error routine but this is time consuming and often frustrating.

If you choose the trial and error method, one of the following drivers will most likely work if you are indeed configured with a 16 color card (IBM Enhanced Graphics Adapter or compatible):

                    EGA320
                    EGA640
                    EGA640E
                    PLT320
                    TMR640

Note: When executing PP3SET, Microstar assumes you are going to make a change in driver selection. Therefore, when it executes, it defaults to the first driver in the dirrectory. If you have a doubt as to which driver has been selected, use the following DOS "Type" command:

C>TYPE PP3.BAT [RETURN]
The results are:

MVDIAPP PP3COMM.EXE +2 PLT320.SCR PP3COMM.EXE %1

The driver selected will have a ".SCR" extention.
In this example, the "PLT320" driver was selected.

Symptoms   -   Blank screen after executing a
               directory entry.

           -   NO CARRIER

           -   PLEASE LOG ON:
               USERNAME:

           -   VALIDATION ERROR

           -   Blank screen after
               Tymnet connection

CONNECTING TO A SERVICE

When you are at the Directory of Services menu of PP3,
the [RETURN] key functions as an "Execute" command.
Therefore, if you select a service number to modify or setup
for TABS access and then hit [RETURN], PP3 will execute
and the results will be erroneous. Hit the [ALT + F10] keys to
return to the Directory of Services.

Following the examples for connecting to TABS weather
briefing service are generally successful with Hayes compatible
modem.   However if you do encounter errors,   check the
following:

                 Note: If your modem is not Hayes
                         compatible, consult your modem
                         manual for the correct command
                         settings to activate your modem.
                         If these settings are correct,
                         then the following troubleshooting
                         procedures can be followed.

- **Blank screen but no apparent dail up:**

> Go back and check the Com Port selected. You have 2 choices (Com1 or Com2). Select the opposite choice.

> If the results are the same, it would be advised to check the configuration of your modem. It is possible that your system is configured so that there is a conflict of device addresses. i.e. there are two Com Port 1's, or Com Port 2's or a Com Port 2 but no Com Port 1. It is possible that other communications software packages will run under these diverse conditions. Unfortunately, Personalty + III will not.

- **You get a "Connect" message from your modem, hear it go in to the data mode and then get a "No carrier" message:**

> Go back and check the connect sequence by the example we have provided. Chances are, you are missing a character before the "^RTABS^M" sequence.

- **You get a "Please log on:" and "USERNAME:" prompt from Tymnet and your connect sequence responds with your TABS USER ID and PASSWORD.**

> On rare occasions, the 30 second delay after the Tymnet telephone number is not adequate. This may happen if you have to wait to pick up an outside line, you are in a rotary dialing phone service, or Tymnet is execessively slow in responding to "Ringing". Add a ~5 (Five second delay) before the "A" (Uppercase A) in the second line of the connect sequence.

- **Your USER ID and/or PASSWORD are not automatically entered at the appropriate prompt:**

Check line 3 of the connect sequence in the
TABS log on example. It should read as follows:

~0~0~0~0999999^M~68888^M

Where: ~0   = Wait 10 seconds should be
                             a total of 40 seconds
               999999   = Your USER ID
               ^M   = [RETURN] key to send
                             data
               ~6   = Wait 6 seconds
               8888   = Your PASSWORD
               ^M   = [RETURN] key to
                             send data

- **Your connect sequence is completed, screen goes blank
  and your system appears to be in a "Hung" state:**

You have selected a graphics card driver in PP3-
SET that is not part of your systems configura-
tion. Hit the [ALT + F10] keys to get back to
the Directory of Services. Exit PP3 and execute
PP3SET. (See "Equipment Setup" page 72.

SAVING SCREEN DISPLAYS:

Data is captured and saved to disk by individual screens
only. You can not dail-up TABS and request files. With that
in mind, the following instructions will make the process ef-
fortless and economical. We suggest however, that you become
familiar with the TABS products and the "Fast Access"
keywords. This will save you time and money as you explore
these procedures. It is also recommended that you save data to
disk before executing your print facilities. (See "Reviewing
and printing saved data" below).

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1) Log on to the TABS service. Hit the [RETURN] to by-pass the copyright screen as instructed on the bottom of the screen.

2) From the main menu, hit the [CTRL + F1] keys. PP3 will prompt you to save "Captured" or "Incoming" data.

3) Hit "I" to save incoming data. The [RETURN] is not necessary. PP3 will prompt you for the name of the file to be saved.

4) Use IBM DOS' full file-naming conventions. That is:

    A:01JAN.001   Followed by
                                   [RETURN] key

         Where: A: = Floppy drive A:
                              Saving to Floppy makes
                              housecleaning easier
                    01   = The current date ... and ...
                    JAN   = Month (To keep TABS on
                              current data)
                    .001   = The filenames' extention.
                              Using a numeric ex-
                              tion allows PP3 to auto-
                              matically increment the
                              filename for faster pro-
                              cessing of data.

    The prompts will clear from the top of the display

5) Use a TABS "Fast Access" keyword to navigate to the screen to be saved. Using menus to finally reach data is time/money consuming!

6) Upon completion of page, hit the [PG DN] key. All data from step 4 will be saved to a file 01JAN.001 on the A: drive. If you have used a keyword to navigate from step 4, only the data requested will be saved. If you have used menus to navagate from step 4, all menus and the data requested will be saved.

7) Repeat steps 5 and 6 until the desired weather briefing is completed. If the data requested is supported by "Message cont on next page - press F" prompt, do so in in repeating steps 5 and 6.

8) At the end of your briefing, type the "EXIT" command to exit TABS. This will terminate both your page saving and your on-line session. That's all there is to it. Assuming you save 10 displays, you will have the following files saved to disk:

   A:01JAN.001   -THRU-   A:01JAN.010

   Just by naming one file and using the [PG DN] key you can display all 10 files in sequence.

   It's also a good idea to save the "Total session time" page for your recordkeeping. This will allow you to economize your sessions.

   You can get a directory of these files using DOS' directory command.

9) Hit the [ALT + F10] keys to return to PP3's Directory of Services for either exiting PP3 or reviewing saved data. (See "Reviewing and printing saved data" below)

10) Any error messages displayed by PP3 will be parallel to your IBM DOS error messages. All TABS error messages will be displayed in the lower right hand corner of display. Make the correct adjustments.

REVIEWING AND PRINTING SAVED DATA:

USING AN AFTER-MARKET GRAPHICS PRINT UTILITY

Before printing your screen display, you must have "Installed" or "Loaded" your graphics print utility. It is best to load this program prior to executing PP3 for your TABS session. Otherwise you must return to the DOS prompt after your TABS session to do so and this is time consuming.

It is also recommended that you save data to disk before you exercise your print facilities. (See "Saving screen displays" above).

PRELIMINARY: Before reviewing data saved to disk, setup Directory of Services selection in PP3 for "Off-line viewing". To do so, follow the instructions in the "Setting up the software parameters" section of this manual with the following exceptions:

    Service Name: Off-line viewing
    Connect Sequence: Must be void of
              characters
    Port: Local

    All other parameters must be as stated in example Directory of Services for TABS access from the "Setting up the software parameters" section of this manual.

1) From the directory of services menu of PP3, select the appropriate directory listing number for "Off-line viewing" and hit [F2]. You should get a blank screen with the cursor in the upper left corner.

2) Hit the [CTRL + F2] keys. You will be prompted to "Name the file you wish to display".

3) Type the full name of the file to be displayed.

    i.e. A:01JAN.001 Followed by the
              [RETURN] key

 PP3 will prompt for the "Last number of file in billboard"

4) Hit the [RETURN] key. PP3 will display the file requested.

5) Upon completion, hit the [PG UP] key. PP3 will increment the file extention then display the next file.

6) Repeat step 5 until all data has been reviewed.

7) To reverse direction of displays, hit the [CTRL + PG UP] keys. PP3 will decrement the file extention then display the previous file.

8) To exit this process, hit the [CTRL + F2] keys. PP3 will display a blank screen with the cursor in the upper left corner. From this point you may either display another series of files or return to PP3's Directory of Services by hitting the [ALT + F10] keys.

9) To print a completed display hit the [SHIFT + PRTSC] keys (Assuming you have loaded your graphics print utility).

USING THE IBM DOS "GRAPHICS.COM" PRINT UTILITY

If you do not have a special graphics print utility for your printer (I.E. A memory-resident printer driver for your color printer or a "After-market" graphics print utility), then your IBM DOS graphics print utility is a file named "Graphics.Com".

This utility does not support the IBM EGA card in the 16-color mode. You may however switch to the IBM CGA mode and display the saved data in black and white. In doing so, the Graphics.Com file will print the displayed data.

We suggest that you review the data in the color mode and for printing purposes only, switch to the black and white mode.

The above instructions can be followed for reviewing the data in color.

PRINTING SAVED DATA IN THE 2-COLOR BLACK & WHITE MODE:

1) Hit the [ALT + F10] keys to return to the directory of services.

2) Hit the [F10] key to exit to DOS and respond to the "Y/N" prompt to exit.

3) From the DOS prompt, execute the PP3SET program.

4) Select the "CGA640" graphics card driver from the Driver Directory and skip through the options page by hitting the [RETURN] key.

5) Now you are ready to go back to PP3 and re-display the saved data for printing. The quickest way to do so is to type the following from the DOS prompt:

   C>PP3 2   Followed by the [RETURN] key
                    (Assuming service directory #2
                    is set up for "Off-line viewing")

   PP3 will execute thru step 1) to step 2) above (pages 77-79).

6) Follow Steps 2) thru 9) above (pages 77-79).

> **Note:** We have found quite a few users will create two (2) DOS sub-directories to facilitate switching from color to B/W to color. One directory (CD\TABS for example) will have PP3 properly configured for loging on to the TABS service for color display and also for "Off-line viewing". The other directory (CD\BWprint) will be configured for the CGA640 driver and service directory 1 setup for "Off-line printing". Where data is saved to the A: drive, then the only steps are:

1) Exit PP3

2) Switch Directories

3) Execute PP3

Note: When executing PP3SET, Microstar assumes you are going to make a change in driver selection. Therefore, when it executes, it defaults to the first driver in the directory. If you are at doubt as to which driver has been selected use the following DOS "Type" command:

C>TYPE PP3.BAT [RETURN]
The results are:
MVDIAPP PP3COMM.EXE +2 PLT320.SCR PP3COMM.EXE %1

The driver selected will have a ".SCR" extention. In this example, the "PLT320" driver was selected.

APPENDIX E

PICTORIAL HELP

Reduce Your Time Navigating Through The TABS Service:

Enter the menu selection or keyword followed by the appropriate key described below.

> Note: This key will be referred to as the [RETURN] key

TERMINAL TYPE:	KEY:
SCEPTRE OR PIPU	SEND
COMPUTER OR TEXT TERMINAL	RETURN OR ENTER OR
IPU	RETURN

Remember: When loging on to the TABS service -

1) Press [RETURN] to bypass the copyright page

2) Proceed by entering the menu selection or keyword

When navigating through the TABS database -

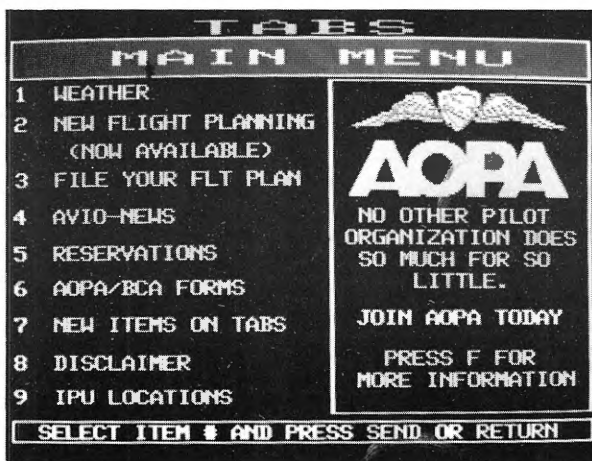3) Menu selections and keywords can be entered and executed while displays are building

4) Sceptre and PIPU Users: In response to the "Press send or return" or "Press return for menu" instructions at the bottom of display page, press the space bar then press the send key.

5) Some data requires multiple display pages or have legends in support of them. These pages will be identified by a direction arrow and letter "F" or "B" for turning the pages forward and backward. Enter the appropriate "keyletter" command and press RETURN'
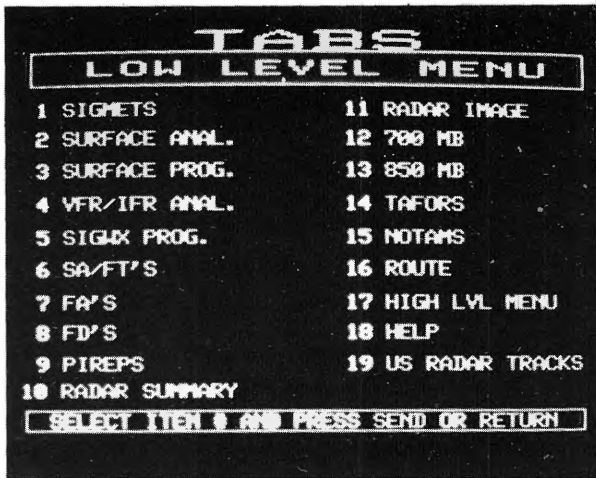
TABS KEYWORD

Keywords allow you to access our services rapidly thus minimizing your briefing time.

The following list details some of the keywords presently available on TABS. As new features are added to the system, this list will be constantly updated.


```
              T A B S
           M A I N   M E N U
1  WEATHER
2  NEW FLIGHT PLANNING
   (NOW AVAILABLE)
3  FILE YOUR FLT PLAN              AOPA
4  AVIO-NEWS              NO OTHER PILOT
                          ORGANIZATION DOES
5  RESERVATIONS           SO MUCH FOR SO
6  AOPA/BCA FORMS              LITTLE.
7  NEW ITEMS ON TABS      JOIN AOPA TODAY
8  DISCLAIMER                PRESS F FOR
9  IPU LOCATIONS          MORE INFORMATION
   SELECT ITEM # AND PRESS SEND OR RETURN
```

MAIN   -   TABS Main Menu

        -    Enter menu selection

TABS
LOW LEVEL MENU

1 SIGMETS	11 RADAR IMAGE
2 SURFACE ANAL.	12 700 MB
3 SURFACE PROG.	13 850 MB
4 VFR/IFR ANAL.	14 TAFORS
5 SIGWX PROG.	15 NOTAMS
6 SA/FT'S	16 ROUTE
7 FA'S	17 HIGH LVL MENU
8 FD'S	18 HELP
9 PIREPS	19 US RADAR TRACKS
10 RADAR SUMMARY	

SELECT ITEM # AND PRESS SEND OR RETURN

LL   -   Low Level Menu

        -   Enter menu selection

TABS
HIGH LEVEL MENU

1 SIGMETS	11 250 MB ANAL.
2 SURFACE ANAL.	12 FL240
3 SURFACE PROG.	13 FL340
4 SIGWX PROG.	14 RADAR SUMMARY
5 VFR/IFR ANAL.	15 RADAR IMAGE
6 FA'S	16 TAFORS
7 SA/FT'S	17 NOTAMS
8 FD'S	18 ROUTE
9 PIREPS	19 LOW LVL MENU
10 500 MB ANAL.	20 HELP

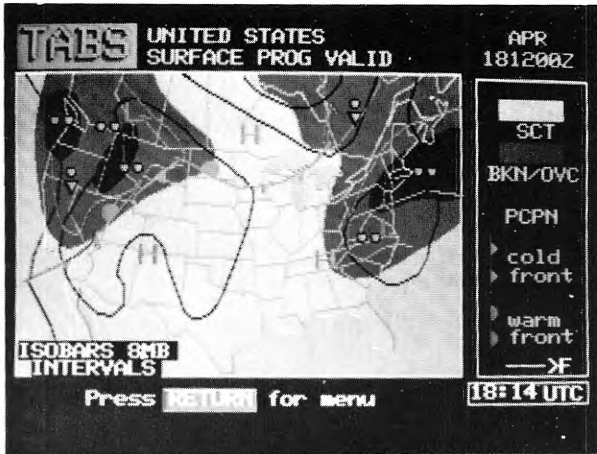SELECT ITEM # AND PRESS SEND OR RETURN
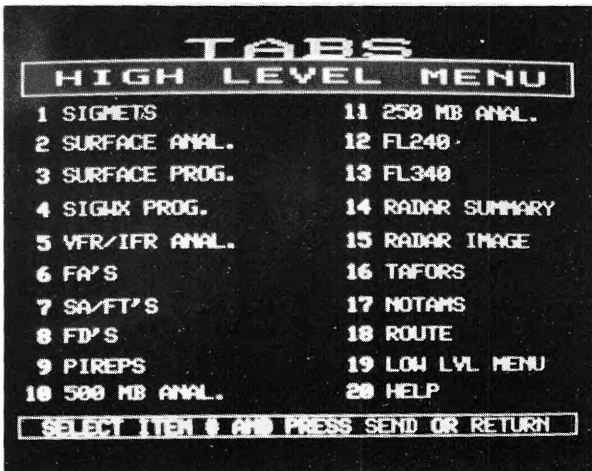
HL   -   High Level Menu
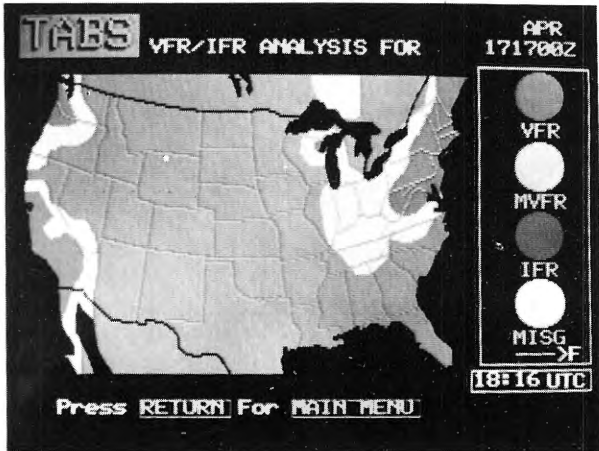
        -   Enter menu selection

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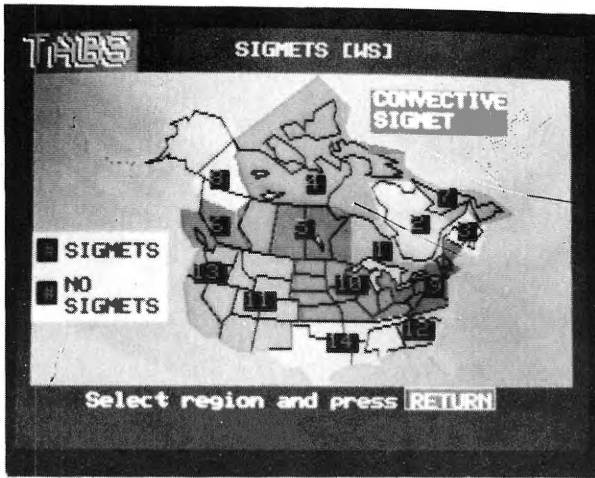
WS — Sigmets Analysis Chart

- Areas reporting sigmets are color goded green
- Enter region # to review sigmets in effect
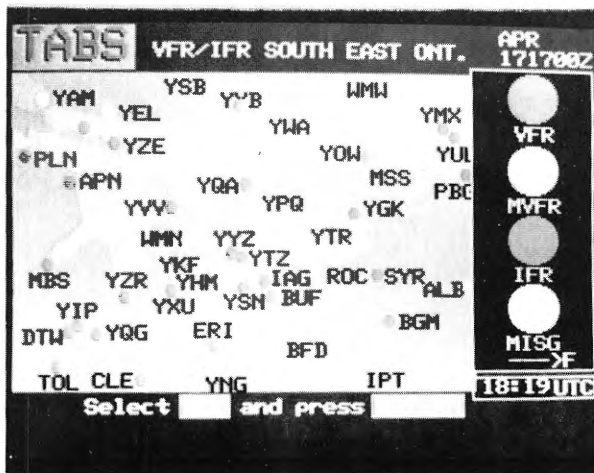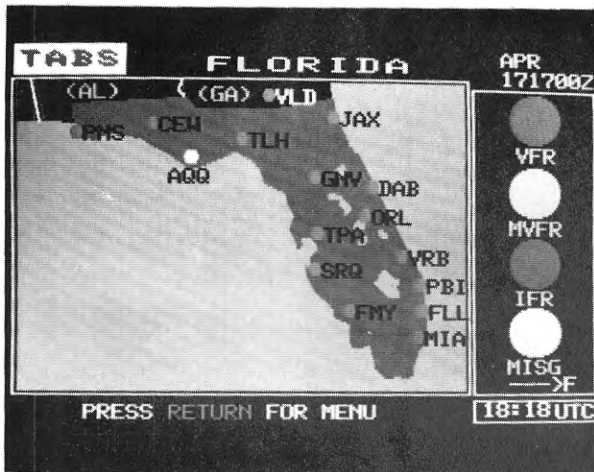

SFCA — Surface Analysis Submenu

    - SFCA NAM = North America
    - SFCA CAN = Canada
    - SFCA USA = United States
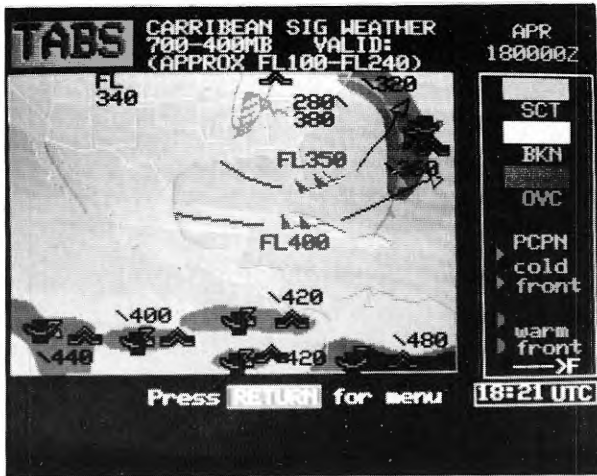   - SFCA ALA = Alaska

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SFCP - Surface Prognosis Submenu

- SFCP USA = United States
- SFCP CAN = Canada

VFRH - VFR/IFR contours

- VFRH USA = United States
- VFRH CAN = Canada
- VFRH ALA = Alaska

VFRL - VFR/IFR Regional Submenu

- VFRL USA = Dot plot submenu
- VFRL CAN = Dot plot submenu
- VFRL XX = State chart
- VFRL YYYY = Canadian region

- See abbreviation listing Appendix A

SWL   -   SIG WX Prog (Low-mid level) Regional Submenu

    -   SWL CAN =   Canada
    -   SWL CAR =   Carribean
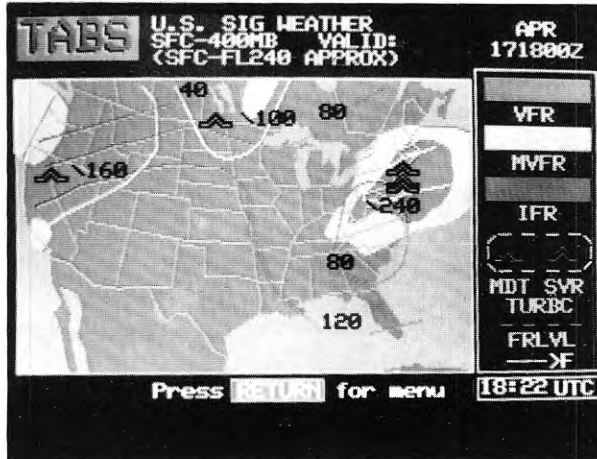
VFRP   -   SIG WX VFR/IFR Prog Submenu Surface
         To FL 240

    -   VFR1 =   12 HR SIG WX Prog
    -   VFR2 =   24 HR SIG WX Prog

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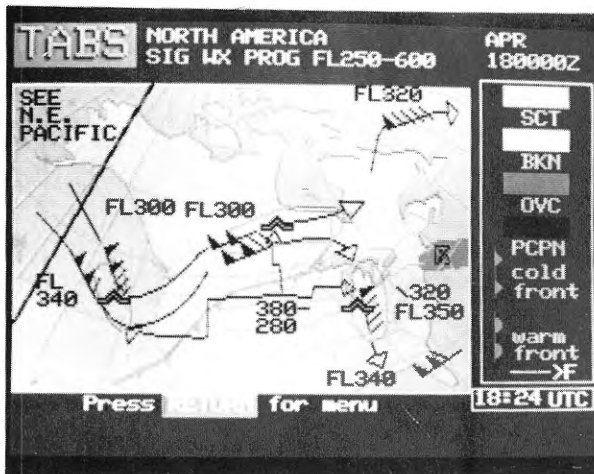
SWH - SIG WX Prog Submenu Mid To High Level

- SWH NAM = North America
- SWH NAT = North Atlantic
- SWH NEP = Northeast Pacific
- SWH NWP = Northwest Pacific

FA - Regional Area Forecast Submenu

- FA XXX (XXX = 3 letter designator)
  see listing in keyword section Appendix A

```
TABS              LAX              02:45
                                   SA/FT
LAX SP 0030 17 SCT 250 SCT 6H
       2508/999

LAX SA 0048 17 SCT 250 SCT 6H
       153/63/57/2409/998/ CITY 70
LAX SP 0120 M13 BKN 250 BKN 8
       2511/997
LAX SA 0148 M13 OVC 8
       150/61/57/2210/997/ CITY 65
         message cont on next page-press F
  2802 LAX FT 280202 C15 OVC OCNL 5H
AFT 07Z. 09Z C15 OVC 4FH. 12Z C15
OVC 3FH. 19Z C18 BKN 4FH. 20Z MVFR
         message cont on next page-press F
   Select STN ID or RETURN For SA Menu
```
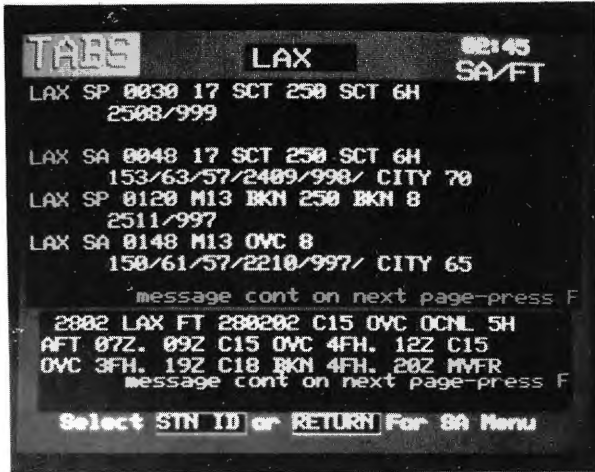
SA   -   Regional Selection Submenu

           -     SA XXX (XXX = 3 letter designator)
               see abbreviation listing in Appendix A


```
TABS  DECODED SURFACE WEATHER
   BOS        1752      1650      1550
Sky Cond.   300 BKN   300 OVC   200 OBS
            500 OVC

Visibility    3 mi     11/2 mi    1/4 mi
Weather     FOG       FOG       FOG
            LGT DRZL  LGT RAIN  LGT DRZL
Temperature   41        41        41
Dew point     41        41        41
Wnd DIR/SPD 30/14 kt  30/13 kt  30/13 kt
Altimeter   30.04 in  30.05 in  30.05 in
FT DECODE VFR MVFR IFR  Valid: 17/17-17

00 02 04 06 08 10 12 14 16 18 20 22 24
```

SADE   -   Regional Selection Submenu

           -     SADE XXX (XXX = 3 letter designator)
               see abbreviation listing in Appendix A

```
TABS  <FD>UPPER LEVEL WIND FORECAST

        VALID 240000Z FOR USE 2100-0600Z
HT      DATA BASED ON 231200Z—HGT IN FEET

180     2613-14      3609-15      0818-15

120     2907+01      0211+00      0914-02

 90     3106+05      3609+06      1111+06

 60     3105+11      3306+12      1308

 30     9900         9900
msl     ┌───HOU───┐  ┌───DAL───┐  ┌────ELP────┐

        Select STN ID or RETURN For FD Menu
```

FDL   -   Low Level Regional Selection Submenu

FDH   -   High Level Regional Selection Submenu

    -   Enter menu item # or 3 letter designator
    -   FDL VVV WWW XXX YYY ZZZ
       FDH AAA BBB CCC DDD EEE
       A/B/C/D/E and V/W/X/Y/Z = 3 letter
       designator

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```
TABS        EASTERN U.S.
CLE UA /OV CLE/TM 0148/FL035/TP
C152/TB MDT

AL 280144
HSV UA      /OV HSV090007 /TM 0134/FL
45/TP DC9/TB MDT
MSL UA      /OV MSL300020 /TM 0124/FL
160/TP SW4/IC MDT RIME IL 280144
ORD UA /OV JOT/TM 0123/FL370/TP
CL61/WV 317092/TB LGT MI 280144
MBS UA /OV MBS135020 /TM 0122 /FL070
/TP E110 /TB LGT CHOP
MBS UA /OV GDW180010 /TM 0125 /FL050
/TP PA60 /IC LGT RIME NH 280144 LEB

        message cont on next page-press F
```

UA   -   Pilot Reports Regional Submenu

      -    Enter menu selection
      -    UA XXX (XXX = 3 letter destignator
      -    See listing Appendix A


```
TABS    RADAR SUMMARY        APR 171735Z
        UNITED STATES

                                  RAINRATE

                                  UNKNOWN

                                  INTENSE
                                     to
                                   EXTREME

                                  HEAVY to
                                    VERY
                                   HEAVY
     NO DATA
                                  LIGHT to
                                  MODERATE

      Press RETURN for menu  18:27 GMT
```
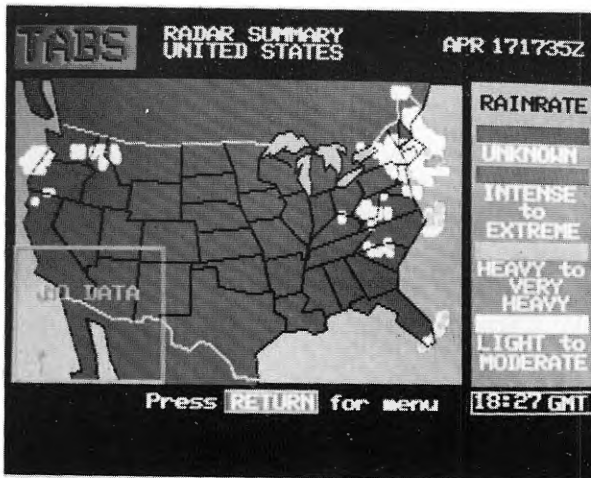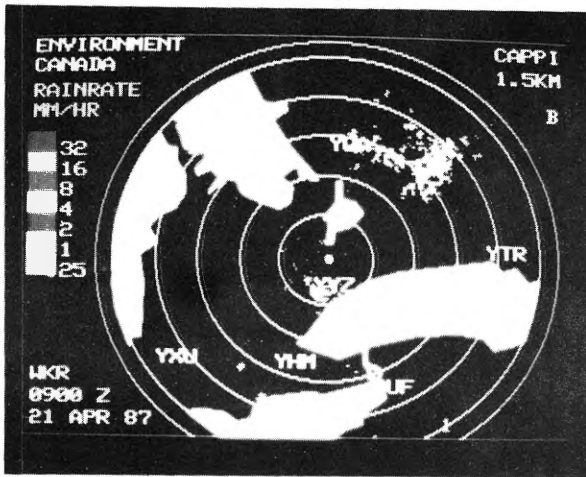
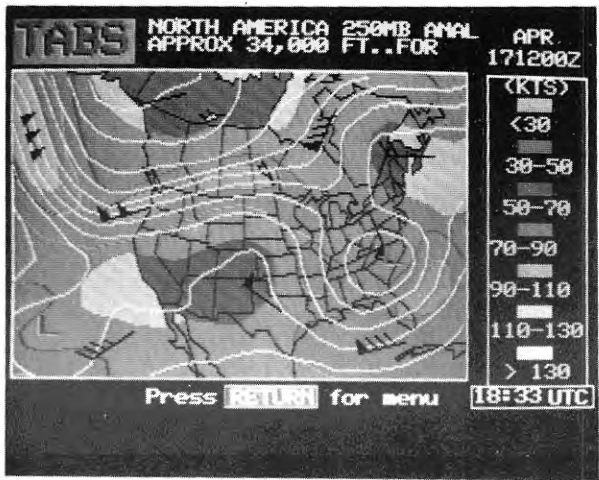**SD**   -   Radar Summary Regional Submenu
      -    Enter item # selection
      -    SD XXXX (XXXX = 4 letter designator)
          See listing Appendix A

SD   -   Radar Summary Regional Submenu

         -    SD XXX (XXX = 3 letter designator)
See listing Appendix A
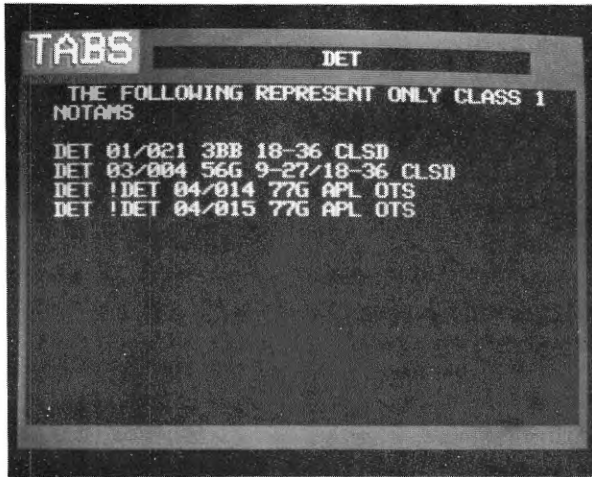

RAD   -   Radar Image Regional Submenu

         -    RAD XXX (XXX = 3 letter designator)
See listing Appendix A

                                 04/87

250M - 250 MB Analysis Chart North America

500M - Millibar Analysis Chart For North America

    - 700M
    - 850M

```
TABS                    DET
      THE FOLLOWING REPRESENT ONLY CLASS 1
      NOTAMS

      DET 01/021 3BB 18-36 CLSD
      DET 03/004 56G 9-27/18-36 CLSD
      DET !DET 04/014 77G APL OTS
      DET !DET 04/015 77G APL OTS
```

NOTL - Notam Regional Submenu For US Notams

- Notl XXX (XXX = 3 letter designator)
  See listing Appendix A


```
TABS                 SFO-SEA
      LATEST ACTUAL WEATHER

      SFO SA 0150 200 -SCT 12
      139/57/48/3118/994/ F BANK W-NW/ SOSF
      47/3020
      NGZ SA 0155 250 -SCT 10
      142/57/51/2711/994/F BANK SW-NW=
      OAK SA 0145 CLR 10 60/51/2812/995/H
      ALQDS
      HWD SA 0145 200 -SCT 15
      61/54/2708/994/H ALQDS
      CCR SA 0145 CLR 20 72/55/3307/990
      APC SA 0145 250 -SCT 15 1708/991
      SUU SA 0155 50 SCT 250 SCT 25
      114/78/52/2408/987/CB OVR MTNS DSNT
          message cont on next page-press F
```

ROUTE CONTINUES NEXT PAGE

```
TABS                SFO-SEA

FT-TERMINAL FORECASTS
----------------------

  2802 SFO FT 280202 250 -SCT 3118. 03Z
6 SCT OCNL C6 BKN 6F. 10Z C6 BKN 6F
3106 OCNL 6 SCT+. 18Z CLR 3012. 20Z
VFR..

NGZ FT  NO FORECASTS FOR STATION AT
THE PRESENT TIME

  2802 OAK FT 280202 250 -SCT 2910. 03Z
6 SCT OCNL C6 BKN 6F. 10Z C6 BKN 6F
2906 OCNL 6 SCT 6+. 18Z CLR 2906. 20Z
VFR..
          message cont on next page-press F
                 for prev page press B
```

```
TABS                SFO-SEA

NOTAM
-----

  THE FOLLOWING REPRESENT ONLY CLASS 1
NOTAMS

SFO 04/011 SFO RCLS 1R-19L OTS
NGZ NO CLASS 1 NOTAMS IN EFFECT
 OAK 12/013 OAK R2531A/B ACTV 4000/BLO
TIL 05312400
OAK 02/003 WVI LOC OTS
OAK 02/023 WVI PAJAR NDB OTS
HWD NO CLASS 1 NOTAMS IN EFFECT
 CCR NO CLASS 1 NOTAMS IN EFFECT
 APC 04/003 APC 6-24 CLSD
APC !APC C04/003
          message cont on next page-press F
                 for prev page press B
```

ROUTE CONTINUES NEXT PAGE

TABS (FD)UPPER LEVEL WIND FORECAST

VALID 271800Z FOR USE 1700-2100Z
DATA BASED ON 271200Z-HGT IN FEET

HT			
180	1608-14	1608-14	1608-14
120	1515+01	1515+01	1515+01
90	1513+08	1513+08	1513+08
60	1507+16	1507+16	1507+16
30	9900	9900	9900
msl	SFO	SFO(NGZ)	SFO(OAK)

Select STN ID or RETURN For FD Menu

TABS (FD)UPPER LEVEL WIND FORECAST

VALID 271800Z FOR USE 1700-2100Z
DATA BASED ON 271200Z-HGT IN FEET

| HT			
180	2024-15	2024-15	
120	2028+01	2028+01	
90	2025+08	2025+08	
60	2017+14	2017+14	
30	2007	2007	
msl	SEA	SEA(BFI)	

Select STN ID or RETURN For FD Menu

ROUL - Low Level Route Weather Instructional Submenu

ROUH - High Level Route Weather Instructional Submenu

- ROUL AAA ZZZ
  AAA = departure 3 letter designator
  ZZZ = destination 3 letter designator
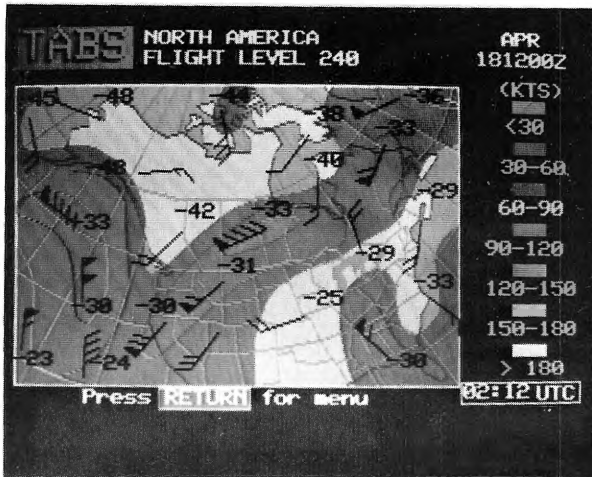
FL24 - Wind Analysis Submenu For 24,000 Feet

- Enter menu item # selection
- FL24 XXX (XXX = 3 letter regional designator)
  See listing Appendix A
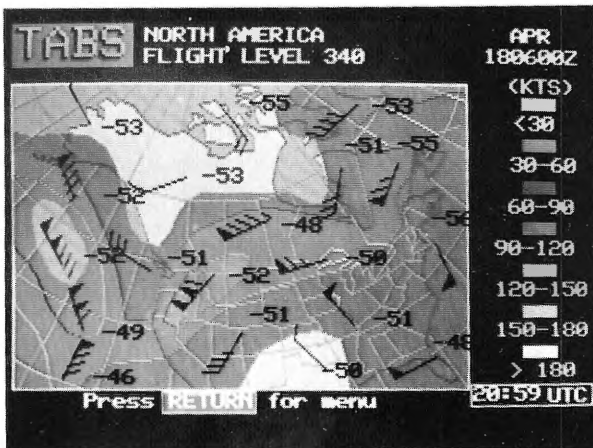
FL34 - Wind Analysis submenu For 34,000 Feet

- Enter menu item # selection
- FL34 XXX (XXX = 3 letter regional designator)
  See listing Appendix A
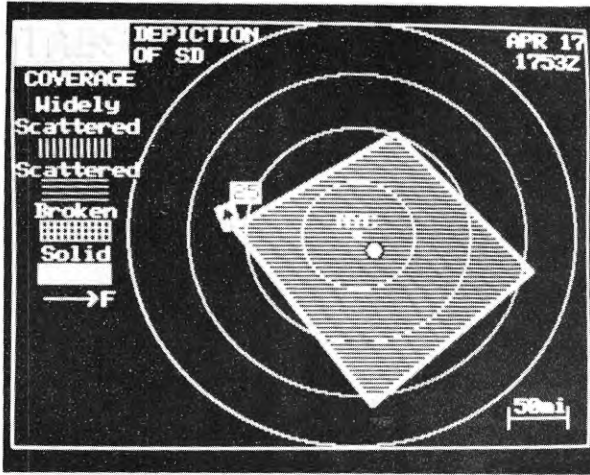
SDUS - Radar Tracking Regional Submenu

- Enter item # selection
- Enter 3 letter designator
- SDUS XXX (XXX = 3 letter designator)

HELP - Places You In The Help Section Of The TABS Service

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TOTAL AVIATION BRIEFING SYSTEM

TOTAL SESSION TIME 0.23 MINUTES
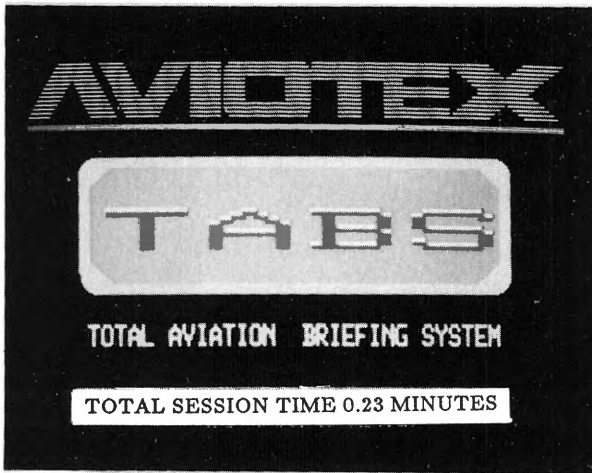
EXIT - Disconnects You From The TABS Service

SUGGESTION BOX

Aviotex always welcomes suggestions you may have to better serve your needs.

If you have any suggestions or comments about TABS services or an idea for a service which may be beneficial to our users, please complete the form below and mail to us. We appreciate your comments.

AVIOTEX
3158 Redhill Avenue
Suite 270
Costa Mesa, Ca 92626

TO: Aviotex   Date: _____

FROM: Name: _____

        Address: _____

        _____

        Phone: (Day) _____ (Evening) _____

COMMENTS/SUGGESTION: _____

_____

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