

1 Load the two files

This is the page that opens first. Drag or select the two PDFs. Load the NavLog first if you can: from it the programme learns the ICAO codes of the route, and with those it then sorts the weather reports onto the right airport.

Once both have been read, the Continue button lights up. If a file is missing or cannot be read, you can proceed anyway and enter the data by hand.

Flight Data Import

How To Use

Starting point. Load the **ForeFlight NavLog** and the **weather briefing**: they provide route, waypoints, distances and times, then wind, QNH, temperature, METAR, TAF and NOTAM. Once both have been read, proceed to the flight plan.

NAVLOG FOREFLIGHT

Click or drag the NavLog exported from ForeFlight (PDF or text)

NavLog read: 11 waypoints, 94 nm, 51' flight time, 27.9 L per ForeFlight

WAYPOINT	MH	LEG nm	ETE	FUEL
LILN	—	—	—	—
MALNATE (LNN1) (LILN)	351°	3	3'	1.4
ARONA	256°	14	7'	2.8
ROMAGNANO (MCW2) (LIMC)	221°	11	6'	2.2
BIELLA NORD (LEN1) (LILE)	253°	14	7'	2.9
LILE	153°	5	3'	1.1
BIELLA NORD (LEN1) (LILE)	337°	5	3'	1.1
ROMAGNANO (MCW2) (LIMC)	073°	14	8'	3
ARONA	041°	11	6'	2.2
MALNATE (LNN1) (LILN)	078°	14	7'	2.8
LILN	173°	3	2'	0.8
TOTALS		94	51'	27.9

→ return flight to the field of departure: DEP and ARR are both LILN

Airports, route and distance are taken from here. Speeds and fuel flows are **not**: those remain the POH figures, which take precedence.

WEATHER BRIEFING

Click or drag the WX & NOTAM briefing PDF

Briefing read — issued 23.09.2026 12:48 · 4 airports: LILN, LIML, LILE, LIMF (2 with TAF)

ICAO	Airport	METAR	TAF	NOTAM
LILN	DEP/ARR Varese / Venegono Airport — Varese	yes	N/A	2
LIML	Linate Airport — Milan	yes	yes	15
LILE	Biella / Cerrione Airport — Biella	N/A	N/A	2
LIMF	Torino / Caselle International Air	yes	yes	10

METAR, SPECI, TAF and NOTAM are sorted onto DEP, ARR and ALTN, and from there feed wind, QNH and temperature into the performance calculation. Sorting uses the ICAO codes read from the NavLog; load it first if you can.

STATUS

✓ ForeFlight NavLog — 11 waypoints, 94 nm

✓ Weather Briefing — 23.09.2026

Continue

[Skip and enter manually](#)

Missing a file, or it cannot be read? You can still proceed: route and weather data will have to be entered manually in the flight plan.

Import completed: 11 waypoints, 94 nm, 51 minutes from the NavLog; four airports from the briefing.

2 Flight and aircraft

Airports and route arrive already filled in. Here you check them and enter the times: off-blocks and takeoff are enough, the other two are proposed automatically — landing is takeoff plus the computed flight time, and on-blocks is landing plus the same taxi time used at departure. The proposed time stays editable: as soon as you set it by hand it stops updating.

If the route passes an intermediate airport, the programme recognises it and offers the Touch & Go. Ticking it gives that aerodrome its own weather and NOTAM boxes and its own runway calculations — two of them, because a T&G is a landing followed by a takeoff.

Flight & Aircraft

General mission data. Airports and route arrive already filled in from the NavLog: correct them here if required.

DEP

LILN

Varese-Venegono
45.7420 8.8880 · elev 1100 ft · 17/1420m 35/1420m

ARR

LILN

Varese-Venegono
45.7420 8.8880 · elev 1100 ft · 17/1420m 35/1420m

ALTN

LILE

Biella / Cerrione
45.4530 8.1020 · elev 920 ft · 10/1000m 28/1000m

☒ Touch & Go

LILE

Biella / Cerrione
45.4530 8.1020 · elev 920 ft · 10/1000m 28/1000m

Touch & Go at **LILE**: the flight plan carries its weather, NOTAMs and runway calculations.

Reg

Flight Mission

I-CCAF

Training flight

As soon as an ICAO code is complete (four letters), coordinates, elevation and runways are looked up automatically on OurAirports and appear alongside; from there Trip distance (DEP → ARR), alternate distance and time (ARR → ALTN), elevations and runways for the performance calculation are filled in. Every field remains editable by hand.

ROUTE

Route

MALNATE ARONA ROMAGNANO BIELLA NORD LILE BIELLA NORD ROMAGNANO ARONA MALNATE

Cruise altitude is set in **Step 2 — Route & Fuel**, together with the power setting that depends on it, and from there it reaches the document.

ESTIMATED TIMES

OFF

08 : 30

TO

08 : 45

LDG (TO + FT)

0934

ON (proposed)

09 : 50

BLOCK (calculated)

0120

FLT (calculated)

0049

→ BLOCK = ON-OFF = 0120 · FLT = LDG-TO = 0049

Only the **off-blocks** and **takeoff** times are entered, in 5-minute steps. The other two are proposed automatically: **LDG** is takeoff plus the Flight Time calculated in Step 2 (climb + cruise), **ON** is landing plus the same taxi time used at departure. ON stays editable: as soon as it is set by hand it stops updating, and setting it back to --:-- restores automatic mode. BLOCK = ON – OFF, FLT = LDG – TO, as before.

The Flight step with the Touch & Go recognised at LILE, along the route.

3 Route and Fuel

Here you choose the cruise altitude and the power setting. The MAP and RPM combinations offered are only those published by the POH at that altitude: select one and the Trip speed and fuel flow are filled in automatically with the values of that row.

All fuel is in litres. The Trip is split in two: the climb minutes carry the fuel flow of fig. 5-6 (start-up and takeoff included), the rest goes to the cruise fuel flow. Reserves, alternate and taxi are computed automatically; taxi is the engine-running ground time derived from the times.

CRUISE POWER SETTING (POH)

Cruise Altitude (ft)

RPM

MAP (inHg)

4500

2400

22" — 62%

→ 22" / 2400 RPM a 4500 ft = 62% potenza · TAS 132 MPH (115 kt) · 36.3 L/h (interpolated between 2500 and 5000 ft)

→ climb to 4500 ft: 6 min and 11 L at full power, 1157 kg, incl. start-up and takeoff (AFM fig. 5-6)

Only the MAP/RPM combinations actually published by the POH (fig. 5-1) at the stated altitude are offered: as you climb, the maximum available MAP drops by roughly one inch every 1000 ft and the higher-power combinations disappear. Selecting the setting **fills in the Trip Ground Speed and Fuel Flow below automatically** with the TAS and fuel flow of that row. Climb and cruise burn differently: **the climb minutes and litres come from AFM fig. 5-6** and the cruise fuel flow applies only to the remaining time.

The power setting: only the combinations the POH publishes at that altitude.

If the RPM and MAP drop-downs are greyed out, the cruise altitude is missing: they depend on it.

OFP C172 FR — how to use

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4 Mass & Balance and Performance

In Mass & Balance you enter only occupants and baggage: fuel comes from the previous step. The programme computes masses, arms and moments and checks the CG envelope at takeoff and at both landings.

In Performance the runway must be selected, for each airport: none is pre-selected, because the runway is decided by the wind of the day, not by its length. Once chosen, heading, TORA, TODA and LDA follow, and the distances are compared with the declared ones.



One airport per card: pressure and density altitude, wind components, and the two distances with their margin.

Wind, QNH and temperature come from that airport's METAR. If an aerodrome has none, the card says so and offers the nearest station with one, within thirty miles.

5 Navlog

The legs come from the ForeFlight NavLog: checkpoints, magnetic track and distances. The cruise altitude is applied to every waypoint automatically and stays editable waypoint by waypoint. Frequencies for airports and nav aids are looked up automatically when the checkpoint is recognised.

Times and fuel figures are not copied from ForeFlight: they are recomputed with the selected speed and power setting, so the navplan and the fuel plan cannot tell two different stories. Callsigns and remarks are typed here and stay.

FREQ.	C/S	CHECKPOINT	MT	DIST.	ALT.	EET	ETO	FUEL	REMARKS	
128.55	VENEC	LILN	173	0	4500	0'	45'	0 L	Takeoff	×
		MALNATE	351	3	4500	2'	47'	2.88 L		×
		ARONA	256	14	4500	7'	54'	9.87 L		×
		ROMAGNANO	221	11	4500	6'	00'	3.48 L		×
		BIELLA NORD	253	14	4500	7'	07'	4.43 L	Reporting point	×
122.40	BIELL	LILE	153	5	2500	3'	10'	1.58 L	Touch & Go	×
		BIELLA NORD	337	5	4500	3'	12'	1.58 L		×
		ROMAGNANO	073	14	4500	7'	20'	4.43 L		×
		ARONA	041	11	4500	6'	25'	3.48 L		×
		MALNATE	078	14	4500	7'	33'	4.43 L		×
128.55	VENEC	LILN	173	3	2000	2'	34'	0.95 L	Circuit	×

The legs table. EET is the time for the single leg, ETO the minutes of the estimated time over.

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the A4 OFP and the A5 NAV-FLIGHTPLAN. The navlog never forms part of the OFP.

I I N-I I N CESSNA C172 FB I-CC

NAV-FLIGHTPLAN

OFP — A4

NAV-FLIGHTPLAN — A5

identical to the one saved.

Points to bear in mind

The Flight Manual data are those of the Reims Rocket FR172J and the masses are those of I-CCAF. On any other aeroplane the figures would not be approximate: they would be wrong.

OurAirports publishes the physical length of the runway, not the declared distances TORA, TODA and LDA, which are only in the AIP. The fields are pre-filled with the physical length: on a runway with a stopway, clearway or displaced threshold they must be corrected by hand.

The AFM landing table is published at 1157 kg only and is used whatever the mass: at lower masses the result is conservative, i.e. the actual distances are shorter.

Saved flights stay in the browser of this device: they are not visible from others and are lost if the site data is cleared.

The document is an aid to planning. Responsibility for the flight remains with the pilot in command.