QuextFlight
User Manual

Version 1.0.4 / Build 51

Everyday controls and complete workflows: accounts, data, planning, charts, position sources and flight review.

PLAN / PREPARE / FLY / REVIEW

Public pilot reference. Prepared from the submitted build 51 release.
Actual Simulator screenshots with numbered editorial directions.
Offline examples are identified throughout.

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Using this manual

QuextFlight 1.0.4 build 51 is an iPad planning, chart and flight-review app. This manual follows the submitted build, including its original internal 1800wxbrief browser. It explains the available screens, controls and workflows, with a separate Quick Start for a first flight plan.

Use it as a reference aid. QuextFlight does not replace current official charts, an approved navigation system, a complete weather briefing, aircraft documents, ATC instructions or the pilot's judgment. It is not a certified primary navigation system. A suggested route, risk score, runway warning or silence from the app is not flight clearance or proof that a flight is safe.

Read the source and age of information. Device location can be a location estimate without a satellite fix. Map motion between observations can be estimated. Missing altitude, speed, track, weather or terrain must not be interpreted as zero or clear conditions. A saved chart or weather product can remain visible after it becomes old.

About the illustrations. Screenshots show the actual build 51 interface on an isolated iPad Simulator. They use an offline demonstration environment, empty or example fields and no real pilot account or flight history. Screen entry was assisted by a local documentation harness; the images do not demonstrate live sign-in, purchases, filing, physical GPS, Bluetooth pairing or X-Plane operation. Numbered graphic markers are editorial directions added around the captured interface.

Verification labels. UI verified means the illustrated layout or control was observed in the release Simulator. Code verified means its described behavior was checked in the frozen release source; hardware, network and operational success were not independently demonstrated. All operational instructions remain subject to actual device and service availability.

Availability in this build. Connect is Coming Soon. Preflight Safety and Flow tabs and integrated native filing are disabled. Retired precision Challenge scoring is not an available pilot workflow. Phone BLE controls ship, but the publicly available GPS phone companion is Coming Soon; see the eligibility limits in the Bluetooth section.

Printing. Print US Letter at actual size, duplex, flip on the long edge. Page 1 is the front cover. The inside margin is 1 inch: left on odd pages and right on even pages. The outside margin is 0.75 inch. No inserted blank pages are required. Keep the page sequence intact for binding. PDF bookmarks and linked contents work digitally.

Home screen and navigation

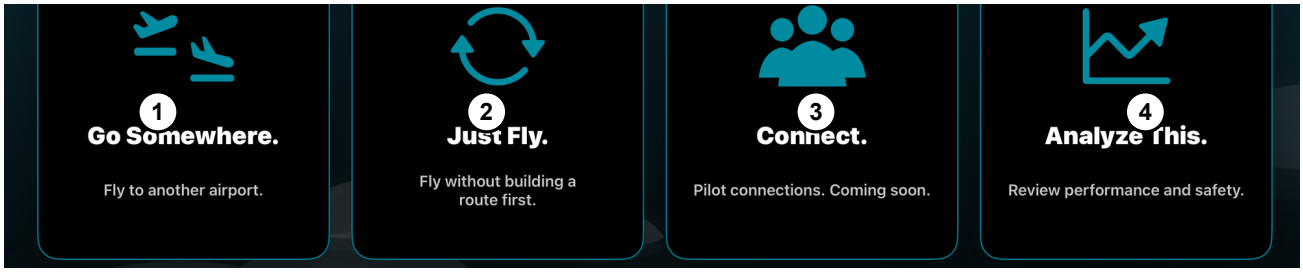


Figure 1. 1 Go Somewhere, 2 Just Fly, 3 Connect, 4 Analyze This. Offline demonstration; no live flight data.

1 Go Somewhere. Opens preflight planning for a flight to another airport. Work through the planning tabs, then open Flight Ops for the chart and tracking display.

2 Just Fly. Opens Flight Ops without requiring a planned route. Use this for an unplanned local flight or the available takeoff and landing practice displays. Choose an aircraft and complete loading and performance checks before use.

3 Connect. Opens an informational Coming Soon message. It does not connect a GPS phone, create pilot events or start a messaging service. Close the message with OK.

4 Analyze This. Opens your account's local flight packages: In progress, Pending and Completed. It is the entry to planned-route and recorded-track review, not a flight-filing screen.

Settings and Logout at the upper right open settings or request sign-out confirmation. Settings contains Profile, Preferences, Aircraft, Qualifications, Charts/Data and Help. Cancelling retains the current session; logging out does not cancel an Apple subscription.

Logbook at the upper left opens entries and manual flight entry. **Fuel Log** opens fuel tickets when enabled in Preferences; otherwise it explains how to enable the feature.

The home Device / X-Plane selector appears only when X-Plane is enabled and valid simulator position telemetry is fresh. Its absence does not mean Device has a GPS fix. Phone BLE is selected in Settings > Preferences, not through Connect.

Common controls throughout the app. Close, Done and the X icon dismiss a panel. Cancel abandons the current picker or action. Back returns to the preceding step. Save commits the values in that editor; do not assume closing saves them. Next opens the named next review tab. Disabled or dimmed controls require missing inputs, data, permissions or a supported operating context. Scroll within long forms and individual NOTAM cards to see remaining content.

UI verified: home layout and primary destinations. Code verified: entry behavior and conditional source selector.

Sign in and subscription access

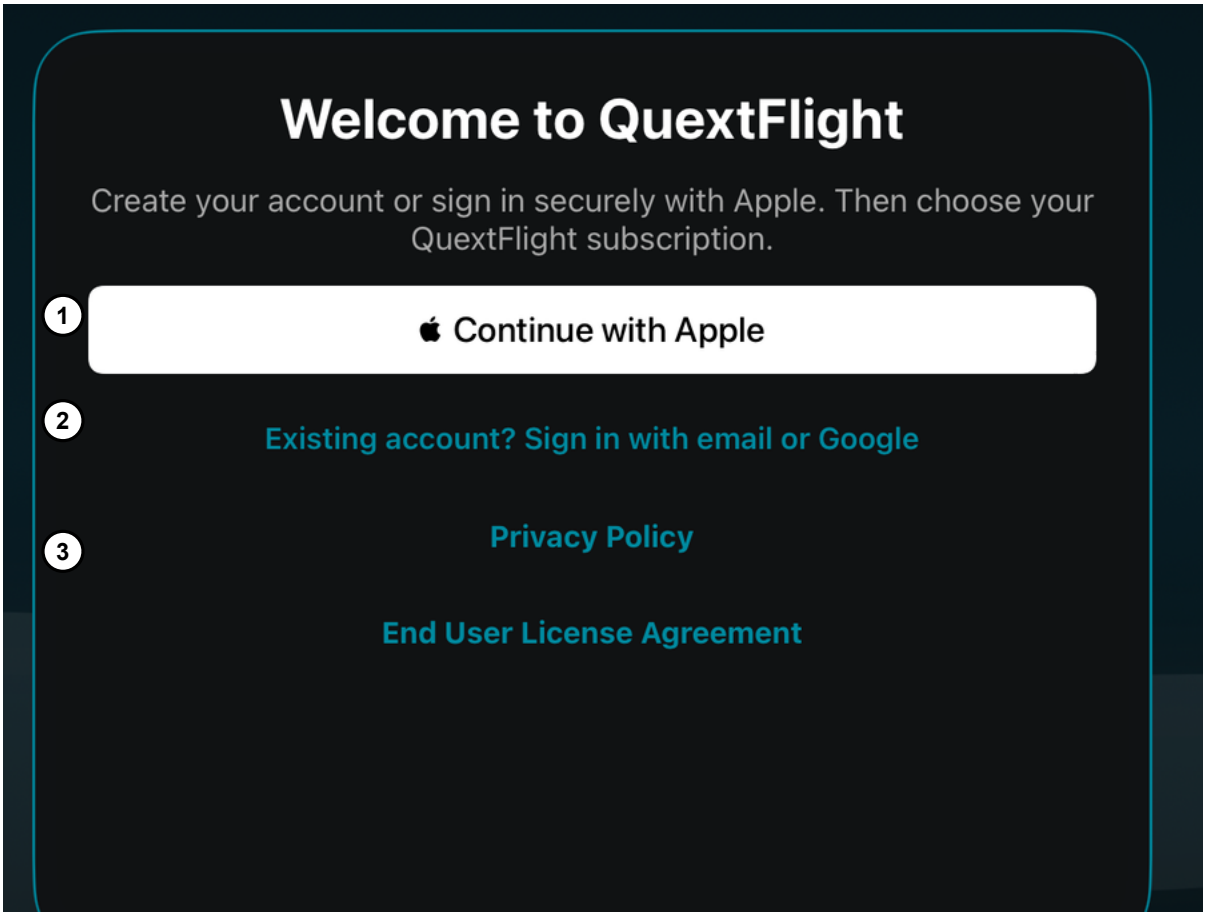


Figure 2. 1 Apple sign in, 2 email or Google entry, 3 privacy and license links. Offline demonstration; no live flight data.

1. Connect to the internet for first sign-in and verification of new or renewed access. Open QuextFlight and read Privacy Policy and End User License Agreement.

2. Use **Continue with Apple** for Apple sign-in. To use an existing account, tap **Existing account? Sign in with email or Google**. Enter Email Address and Password and tap **Login**, or use **Sign in with Google**. Complete the provider's sign-in prompt yourself.

3. When offered, **Unlock saved account** uses the device's saved sign-in and local authentication. The exact prompt depends on the iPad. A saved session does not guarantee a current entitlement.

4. If Subscription Required appears, use **Subscribe or Restore Purchases** to open available plans. Review Apple's current price and terms. **Check Subscription Again** rechecks access. **Manage / Cancel Subscription** opens Apple subscription management; **Sign Out** returns to sign-in.

The app offers monthly and yearly Apple plans. Prices are fetched from Apple; this manual does not fix a price. **Subscribe** begins Apple's purchase flow; **Restore** asks Apple to restore purchases for the signed-in Apple Account; **Refresh** rechecks the displayed status and prices. An administratively managed account may show granted access instead of needing a purchase.

Offline access. Complete sign-in and entitlement verification before leaving connectivity. Previously verified access is account and entitlement dependent. Do not log out immediately before an offline flight and assume you can sign in again without internet.

If sign-in fails. Check connectivity, the selected provider and the account you originally used. Try Again dismisses the failure and lets you retry. Account-portal credentials are a separate workflow from the app's sign-in; see Profile and account controls.

If **Secure Sign-In** is offered in Profile, enter and confirm the new account-recovery password, then **Save Password**. **Later** defers it. Wait for Sign-In Secured; Password Not Saved means it failed. This conditional in-app recovery-password setup is separate from the account/support-PIN portal.

Delete Account is permanent QuextFlight membership deletion after secure confirmation. It removes associated personal records and local personal data, while downloaded FAA charts and terrain remain. It does not cancel an Apple subscription or delete the global Quext account and other-product access. Review Apple renewal separately before any deletion. Owner accounts have additional protection.

The deletion screen's **Account deletion confirmation** and **Permanently Delete Account** are deliberate destructive actions. **Manage / Cancel Apple Subscription** opens Apple renewal management; Cancel leaves the membership intact. After a completed server deletion, **Retry Local Cleanup** retries unfinished local cleanup and **Return to Sign In** leaves the completion screen. Do not begin this workflow as troubleshooting.

UI verified: welcome interface. Code verified: access and purchase controls. Live authentication and transactions were not exercised for these documents.

Permissions and guided setup

1. Sign in while connected. If required offline resources are missing or invalid, QuextFlight presents guided setup. Tap **Begin Setup**; **Repair Data** appears when existing data needs repair.

2. Install **FAA Aviation Data**, which supplies airports, runways, navigation, airspace, frequencies, obstacles and instrument-procedure information. Wait through download, processing and validation.

3. Install **Offline Terrain**, used for route profiles, terrain checks and offline awareness. A downloaded file is not ready until verification succeeds.

4. At **Moving Map Charts**, use **Choose Chart Coverage**. Select VFR Charts, IFR Charts or VFR and IFR Charts for the available home-area or all-area coverage. Review the package count and estimated size.

5. Use **Continue** after each completed step. When the screen says QuextFlight Is Ready, tap **Start QuextFlight**. Normal updates remain in Settings > Charts/Data.

Interruption and recovery. Resume Setup rechecks installed resources and continues at the first unfinished requirement. Completed work is retained. Retry Download retries a failed download; Repair Data addresses an installed but invalid resource. Keep the iPad powered and allow ample free storage. Do not leave for a flight while a required package is processing or validating.

Location permission. Device mode needs iPad location access. Allow While Using App enables foreground use; Allow Once is temporary. If denied, Settings > Privacy & Security > Location Services is the place to review access. Enable Precise Location when available and intended. Active recording may continue in the background, but permission, source and operating-system restrictions can interrupt it.

Bluetooth and local network. Phone BLE requires Bluetooth to be on and the app allowed to use it. X-Plane discovery and telemetry require the local network and suitable network access. Grant only the permissions needed for the chosen workflow.

Microphone and speech. Experimental voice assistance can request microphone or speech access. It is optional. Verify the audio output route before relying on spoken information. **Notifications** are optional delivery of app notices; declining them does not establish that in-app safety alerts will or will not work.

Code verified: setup sequence, repair and permission-dependent behavior. Hardware permission and download success were not live-tested in documentation capture.

Offline readiness and data currency

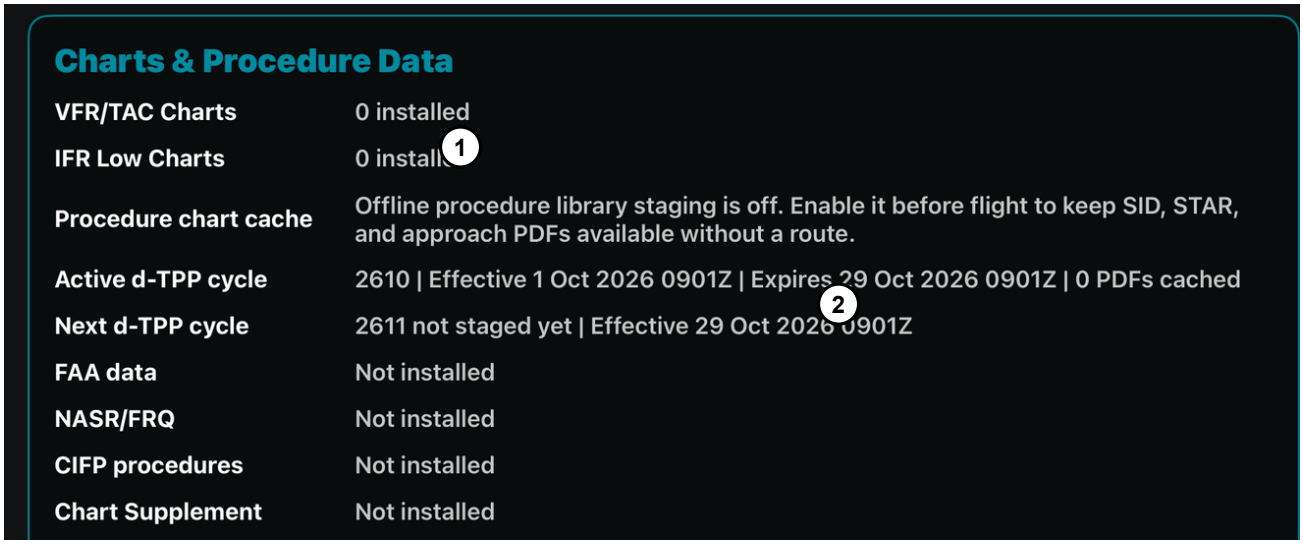


Figure 3. 1 installed chart status, 2 procedure and FAA cycle status. Offline demonstration; no live flight data.

Before each flight, open **Settings > Charts/Data** and inspect the installed VFR/TAC charts, IFR Low charts, procedure PDF cache and FAA data status. Check that the route and diversion airports are covered and that the published effective dates apply to the flight.

Automatic updates allows background refresh and staging of upcoming chart and procedure cycles. Operating-system scheduling and connectivity control when those tasks run. Turning the switch on is not confirmation that an update completed.

Current charts only skips future staged chart packages and future procedure PDFs to reduce storage use. Turning it off permits future-cycle staging. A staged future chart is not the active chart until its effective date.

Offline procedures requests the domestic SID, STAR and approach PDF library by FAA d-TPP cycle. Review Current PDF and Overall progress. **Update Procedure PDFs** starts or resumes preparation; **Pause** pauses the download. A completed moving-map download does not by itself install every procedure PDF.

Manage VFR Charts, **Manage IFR Low Charts** and **Manage FAA Data** open the corresponding managers. Use them to review dates and installed coverage rather than relying on the presence of a chart picture.

Coverage and freshness are separate. A readable chart may be expired. A current installed chart may not cover a diversion. Weather, NOTAMs, fuel prices and internet services have separate timestamps and connection requirements. Previously cached products can survive a failed refresh; verify the displayed issue or observation time.

Cleanup controls. Delete Procedure PDFs removes the local procedure cache. Clear Approach Overlay Cache, when shown, removes generated overlays. Delete All Downloaded Data requests confirmation before removing offline VFR/IFR charts, procedure PDFs, FAA data, terrain, overlays and partial downloads. Account and flight-record deletion are different actions. A storage reset means setup and downloads must be completed again before offline use.

UI verified: Charts/Data form in an empty-data environment. Code verified: updating, staging, pause and cleanup behavior.

Chart and FAA data managers

1. From Settings > Charts/Data, tap **Manage VFR Charts** or **Manage IFR Low Charts**. In Chart Manager, select the desired chart family and review Installed and Available packages.

2. Use the cycle filter to review current, next-cycle or other downloads. Select individual available charts. **Select All** selects the visible eligible set; **Clear Selection** clears it. The selection count helps confirm what will download.

3. Tap **Download Selected**. Read the current-chart and overall progress. Keep internet and free storage available through finalization. **Cancel** stops the current batch; completed or saved partial work may remain.

4. After completion, recheck installed coverage and effective dates. A next-cycle package can be staged until effective. Test your needed chart area before going offline.

Interrupted downloads. Network interruption saves partial work when possible; the manager can wait to resume when connectivity returns. Preparing or finalizing means packages are not yet usable. A failure panel has **Close**; resolve the cause, then retry selection or download. Do not repeatedly cancel while finalization is progressing.

Removing or replacing charts. Long-press an installed chart to open its deletion confirmation. Remove Installed removes the selected family after confirmation. If offered, Download Fresh Copies redownloads available packages. These actions remove or replace local offline coverage; perform them on the ground with time to recover it. Settings and Logout in the manager have their normal meanings; Notifications opens unread app notices.

Manage FAA Data opens the aviation-data manager. Review the installed database and available update before starting its download or rebuild. Wait for processing and validation, and recheck the cycle or status. Its data supports searches, procedures and map annotations; an empty or invalid database can leave airport pickers and route building unavailable.

The bootstrap manager can show **Update FAA Data** or **Download Terrain Grid**, depending on the resource being installed. **Downloading...** is an in-progress state; **Exit** leaves the manager. Wait for download, processing and verification before expecting the resource to be usable. A progress bar alone is not completion. Guided setup shows both Overall setup progress and Current installation progress.

A practical offline check. Disconnect from internet after completing setup, open the intended route area, zoom and pan, and open the procedure plates you need. Reconnect for current weather and NOTAM checks before departure. This checks local availability, not legal chart currency or a complete operational briefing.

Code verified: manager controls, cycle staging and download recovery. Successful remote downloads were not exercised for documentation.

Profile and Quext account controls

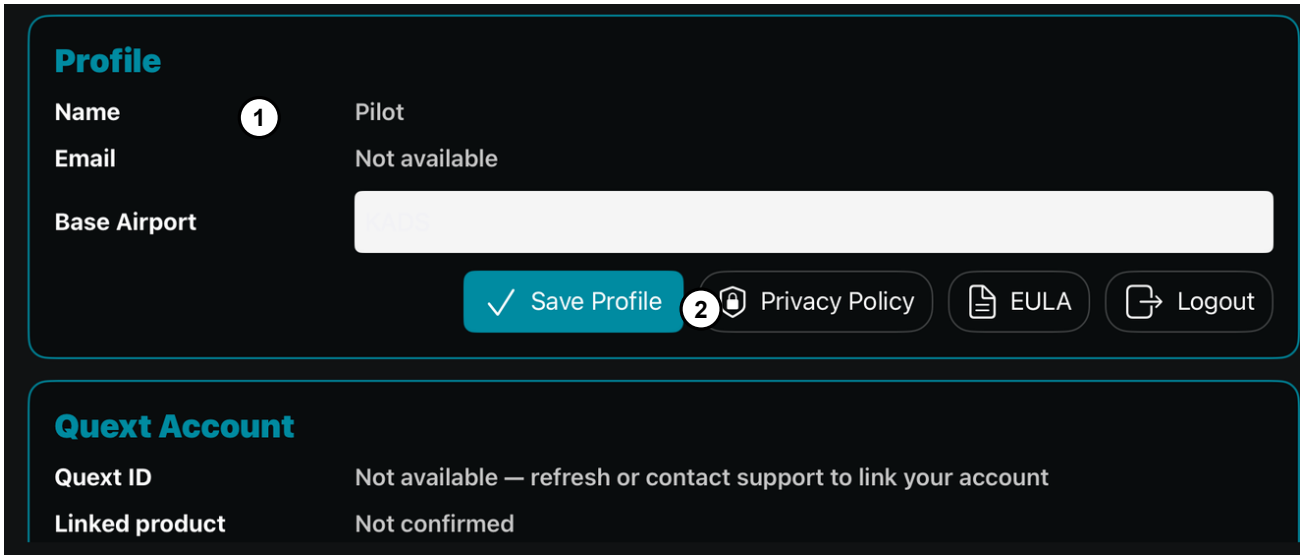


Figure 4. 1 Profile fields, 2 Save Profile and privacy controls. Offline demonstration; no live flight data.

Open **Settings > Profile**. Name and Email identify the current pilot. Enter **Base Airport** and tap **Save Profile**. Privacy Policy and EULA open the in-app documents; Close dismisses them. Logout asks for confirmation.

The **Quext Account** panel shows the linked eight-digit Quext ID, linked product, Support PIN readiness and phone support details when available. **Copy ID** copies the displayed ID. **Refresh account** asks for updated linkage information; missing details while offline are not proof that an account does not exist.

Manage account & support PIN opens the account portal in an internal browser. Sign in separately there. Create or manage the six-digit support PIN in that portal. Account name, phone and time zone are managed there; QuextFlight pilot and aircraft profiles are managed in the app. If the main portal is unavailable, **Alternate account portal** opens the alternate address. Both need internet.

If you used Sign in with Apple and have no portal password, use the portal's password setup/reset option with your Quext ID. A portal password reset does not change the app's QuextFlight sign-in password. Keep a support PIN and passwords private; neither belongs in a public flight report.

The **Subscription** panel shows Plan, Monthly, Yearly, Status and, for applicable accounts, Access Through. **Refresh** retries Apple price retrieval and access checks. **Subscribe**, **Restore** and **Manage / Cancel Subscription** operate through Apple. Cancellation normally retains access through the paid period; it does not immediately remove the app's local files.

Delete Account opens the permanent membership-deletion workflow and requires secure confirmation. Cancel exits without deleting. Do not use it as a sign-out or storage-cleanup control. Apple subscription renewal is managed separately, and the global Quext account remains distinct.

UI verified: Profile form layout with no real account details. Code verified: linked account, portal and subscription controls. No account or subscription was changed for these guides.

Preferences and qualifications

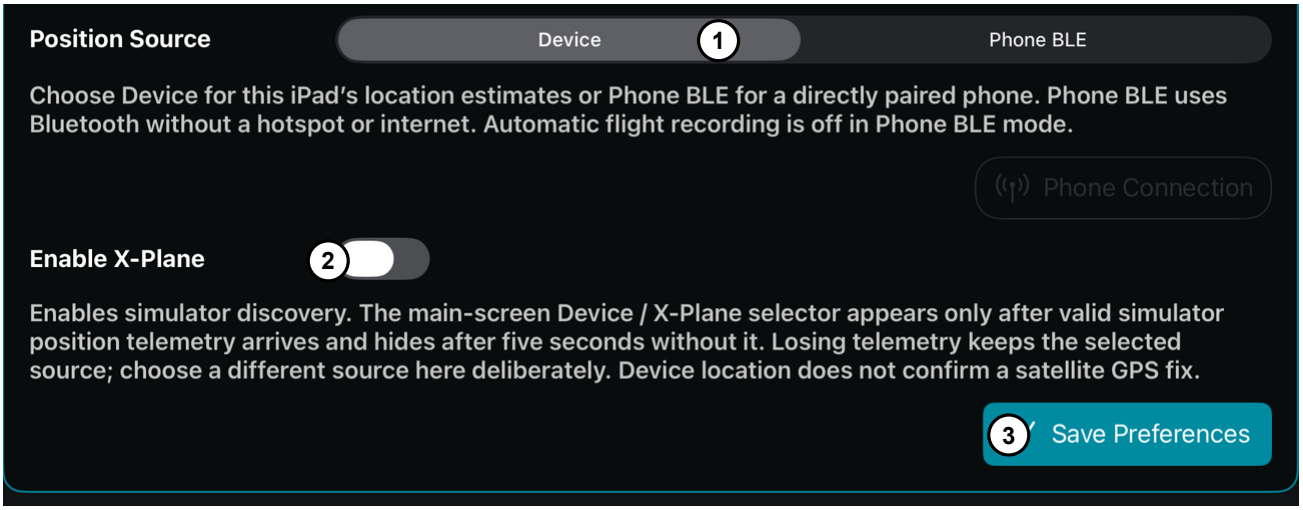


Figure 5. 1 Position Source, 2 Enable X-Plane, 3 Save Preferences. Offline demonstration; no live flight data.

Open **Settings > Preferences**. Set the switches you intend to use, then tap **Save Preferences** for profile-backed preferences. Some local switches apply immediately; confirm the resulting state when reopening the screen.

Internet Access states whether the app should attempt live data. Turning it off does not turn off the iPad's radios or refresh cached data. **Experimental CoPilot** enables optional onboard voice assistance. Keep it off unless actively testing the feature. **Speech Voice** previews or reports the shared speech voice and its readiness.

Restricted / Prohibited 3D Airspace displays prohibited and active restricted volumes in 3D even when the general Airspace overlay is off. **Safety Vault + STARR** enables the private safety-record and anonymous community contribution workflow; see Safety records and pilot reports.

Fuel Log enables fuel tickets. **Position Source** selects Device, Phone BLE, or X-Plane when enabled. **Phone Connection** is enabled for Phone BLE and opens pairing management. Selecting Device means iPad location estimates, not a confirmed satellite fix. Automatic flight recording is off in Phone BLE mode.

Enable X-Plane enables simulator discovery and adds the X-Plane settings tab. The main Device / X-Plane selector requires fresh simulator position telemetry and hides after five seconds without it. Loss of telemetry retains the chosen source; deliberately choose a different source in Preferences.

An owner account may see **Flight Connect Web Control**. This is an owner-only listener for administrative simulator commands and is not a public pilot feature or the home Connect community feature. Ordinary pilots need not configure it.

Open **Qualifications**. Instrument rated and CAT II/III approaches are declarations of the pilot's actual qualifications; defaults are No. Enable only when appropriately qualified and authorized, then tap **Save Qualifications**. These switches do not grant a rating, approach authorization or aircraft equipment capability. Recheck them before planning IFR or special-authorization approaches.

UI verified: preference layout and source choices. Code verified: conditional settings and qualifications. No physical permissions or capability were proved by the screenshots.

Device location and missing position

Choose the source first. In Settings > Preferences > Position Source, select **Device** for this iPad's location. Permit location access as appropriate. In Flight Ops, read the location status before interpreting the aircraft marker, altitude or guidance.

Wi-Fi-only iPads do not have built-in GNSS. They may obtain location estimates from network-related sources, which can be absent, inaccurate or unusable in the air. A cellular-capable iPad's GNSS capability and available signal are also separate from an active internet connection. The app cannot certify that an observation is a satellite fix.

Status messages matter. Location permission needed directs you to iPad settings. Location unavailable means access or service is unavailable. Waiting for device location means no usable sample has arrived. Position and altitude unavailable is a reason to use another verified navigation source, not a displayed altitude of zero.

The device source evaluates age, accuracy and the available observation. The app can show estimated map movement between samples; a smooth moving marker is not proof of fresh measurements. Track is movement direction; heading can be different or unavailable. Groundspeed and altitude may have different availability and quality.

Before use. On the ground, verify that the displayed position matches a known location, that the source label is correct and that reported age and accuracy are acceptable for your intended reference use. Confirm altitude against reliable instruments and its stated reference. Keep independent navigation available.

If position stops updating. Check source selection, permissions, reception and app status. If X-Plane is selected, loss of its telemetry does not automatically turn Device on. If Phone BLE is selected, a disconnected phone does not automatically establish Device GPS. Select a new source deliberately and verify the new sample.

Do not treat absent warnings as clearance. Stale or incomplete telemetry inhibits many alerts and calculations. Device-estimated altitude is not an aircraft pressure altimeter, and a Wi-Fi estimate is not a substitute for an operational GNSS receiver.

Code verified: status and source policies. Physical-device location acquisition and sustained flight were not verified for these documents.

Phone GPS over Bluetooth

Eligibility and availability. Build 51 contains a Phone BLE receiver and pairing screen. It requires a compatible QuextFlight GPS phone companion. Public companion availability is Coming Soon; these instructions apply only if you already have an authorized compatible companion. The existence of a companion installed on a test phone does not establish a public release or iPhone availability.

1. Start the compatible GPS companion on the phone and follow its own location-permission requirements. Keep the phone near the iPad.

2. On the iPad, open **Settings > Preferences**, choose **Phone BLE**, then tap **Phone Connection**. Turn Bluetooth on and allow the app to use it as intended.

3. In **Phone GPS · Bluetooth**, tap **Scan for phones**. Select the appropriate listed phone. A scan ends after about 20 seconds; scan again if necessary.

4. Compare the displayed code on both devices. Tap **Code ... matches - confirm** only if both codes match, and confirm on the phone. Pairing must finish on both ends.

5. Wait for **Phone paired; waiting for a fresh fix** to become a usable Phone BLE location. Read fix age, horizontal accuracy and altitude information. **Done** closes the screen; **Disconnect / stop scanning** ends the connection or scan.

No hotspot or internet is used for this position link. It is designed for an airplane-mode workflow with cellular off and Bluetooth enabled where permitted. Sustained airplane-mode compatibility has not been verified; test your exact devices on the ground. This is not a statement of FAA or FCC approval.

Limitations. Automatic flight recording is off in Phone BLE mode. Phone data do not supply aircraft attitude or pressure altitude. An altitude may be MSL, WGS-84 ellipsoid or of unknown reference. Only usable sea-level-referenced altitude participates in sea-level calculations; unavailable or uncertain altitude is stated explicitly. Map motion between fixes is estimated.

A stale or rejected fix makes position/altitude unavailable. Reconnect and compare a new code after disconnection or stopped GPS service. Pairing times out after about 60 seconds; repeated attempts may require a 10-second wait. A paired phone without a fresh acceptable fix is not usable navigation.

Code verified: pairing screen and safeguards. Physical phone pairing and sustained airborne operation were not live-tested for this manual.

X-Plane simulator setup

1. Connect the iPad and X-Plane computer to a suitable common local network. Review local-network access and firewall configuration. Use a network where simulator telemetry can reach the iPad.

2. Enable **Settings > Preferences > Enable X-Plane**. Start the simulator and its compatible telemetry output. Discovery alone is not enough; QuextFlight requires valid position telemetry.

3. When fresh telemetry arrives, the Device / X-Plane selector becomes available. Select **X-Plane** and verify the displayed location, speed and altitude against the simulator. Use simulator mode for training only.

4. Open the conditional **X-Plane** settings tab. Choose the intended Weather mode before planning or reviewing weather.

To Sim sends QuextFlight's live METAR, radar and satellite-based weather model to X-Plane. This is the normal simulator weather workflow in the release. QuextFlight must have appropriate current weather data and connectivity to obtain it.

Off disables weather exchange in both directions. **From Sim** uses fresh simulator atmosphere for wind, altimeter, clouds, temperature, dew point and visibility. Real-world TAF, radar and forecast products are hidden in this mode. Until fresh weather telemetry arrives, it waits rather than treating simulator weather as established.

Loss of telemetry. The main selector hides after five seconds without valid position data. The selected source is retained; a selected X-Plane source can show Reconnecting. Choose Device or another intended source in Preferences and verify it. Do not assume an automatic fallback to GNSS.

The original File Plan browser can still open while X-Plane is selected in this release. Do not file a simulator exercise as a real flight. Simulator packages and recorded tracks stay local to the iPad and are excluded from real-flight cloud synchronization. This distinction follows recorded source evidence, not merely the current source switch.

The available practice landing display may show **1 NM Final** with a live X-Plane connection. This repositions the simulator for practice; it does not command a real aircraft. Do not use owner-only web controls as ordinary simulator setup.

Code verified: source availability, weather modes and local-only simulator records. This manual does not claim a live X-Plane acceptance test; telemetry-output configuration depends on the compatible simulator setup.

Aircraft performance profiles

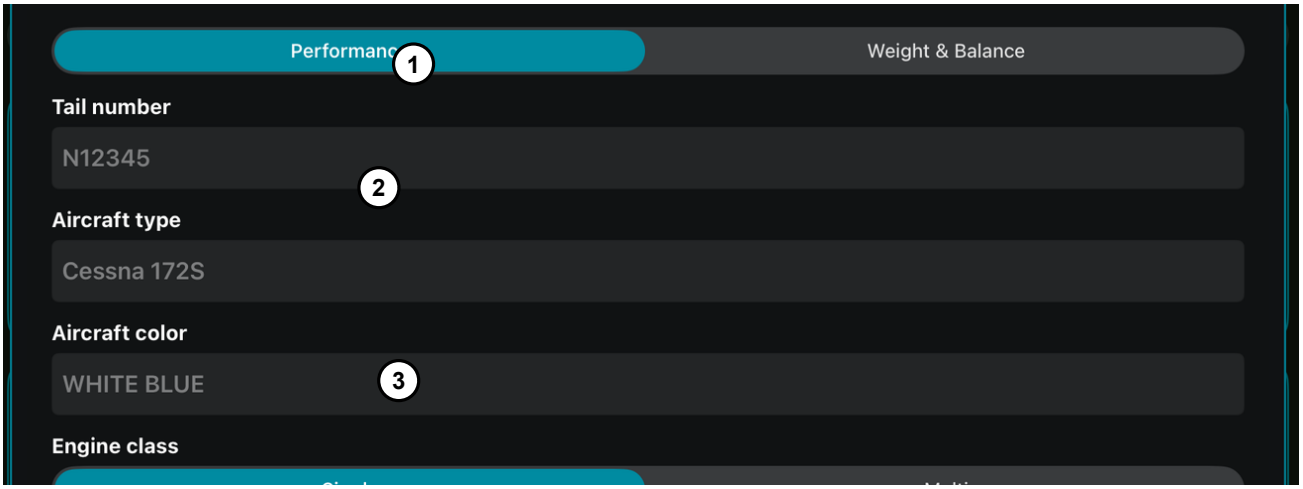


Figure 6. 1 performance and loading tabs, 2 aircraft identity fields, 3 aircraft color. Offline demonstration; no live flight data.

Open **Settings > Aircraft > Add Aircraft**. Use the **Performance** tab. To work on an existing profile, reveal its row actions and use **Edit**. **Select** makes a profile active; **Selected** identifies the current one. **Fuel** opens that aircraft's fuel-ticket entry. Delete asks for confirmation and removes the profile; it is not a route-clear action.

1. Enter Tail number, Aircraft type and Aircraft color. Choose **Single** or **Multi** engine class, the applicable Complex/High Performance logbook category, and Equipment. Equipment declarations must match the aircraft's actual approved capability.

2. Set Fuel type and **Fuel mode**. GPH uses a cruise burn rate; Hourly uses First hour, Second hour and Third hour values. Enter actual Fuel on board and verify whether a field expects gallons or pounds.

3. Enter **Vx speed / Vx climb rate** and **Vy speed / Vy climb rate**, Climb fuel burn, Cruise true airspeed, Descent rate, Descent speed, Normal approach speed, Traffic pattern speed and Descent fuel burn. Use the aircraft's actual documented performance and units, not generic numbers.

4. Tap **Upload Takeoff Performance** to import the aircraft's chart/table. Review sea-level/ISA ground roll, 50-ft obstacle distance and saved interpolation samples. An import that needs review is not complete performance data.

5. Review all fields and Notes, then tap **Save**. **Cancel** closes the unsaved editor.

True airspeed, indicated target speeds and groundspeed are different values. The planner combines performance, wind and route geometry; a changed aircraft, altitude, route, departure time or loading can change the result. Do not assume a cruise number alone proves runway or terrain performance.

Complete **Weight & Balance** for the same aircraft, including its current empty/basic operating weight and envelope. Imported text and graphics require pilot verification against the aircraft's documents. Reopen the saved profile and confirm it before using it in Overview or Just Fly.

UI verified: unsaved editor and tabs. Code verified: fields, selection, import and profile actions. No actual aircraft data was saved or changed during capture.

Aircraft loading data and imports

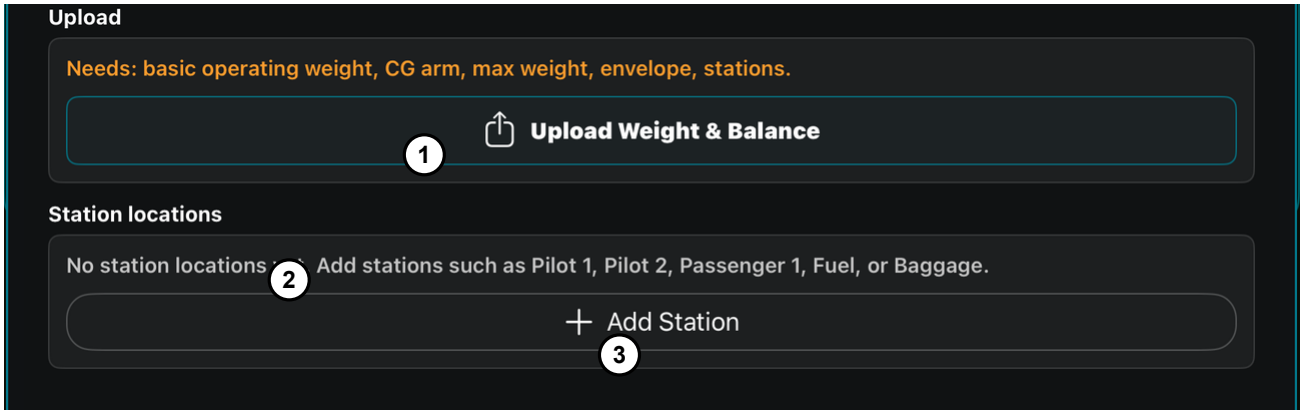


Figure 7. 1 Upload Weight & Balance, 2 station locations, 3 Add Station. Offline demonstration; no live flight data.

In **Settings > Aircraft > Edit**, select **Weight & Balance**. This is the aircraft's configuration, separate from the loading of a particular flight.

Enter **Basic operating weight**, **CG arm**, **Max weight** and **Fuel lb/unit** using the aircraft's current records. Calculated moment is weight multiplied by arm; it must agree with the document's unit convention. Do not interchange a scaled moment with raw lb-in.

Upload Weight & Balance opens an import source choice. Choose **Files / Downloads** for a PDF or image from Files, or **Photos** for an authorized image. If a PDF page chooser opens, use **Previous** and **Next**, select the actual loading/envelope page and tap **Import This Page**. Cancel leaves the existing data unchanged.

After import, review the parsed basic weight, arm, maximum weight, envelope points and stations. The app reports missing items; a readable source image or a successful import message is not a guarantee of correct extraction. Make sure the envelope corresponds to this exact aircraft and configuration. Out-of-envelope flight loading must not be treated as valid.

Use **Add Station** for seating, fuel and baggage/cargo positions. In the station editor, choose Passenger, Fuel, Cargo or Load and enter the station name, arm and applicable limits. Edit and delete station rows as needed, then Save. Verify the fuel station and per-unit weight match the fuel used. The basic empty entry is represented separately; do not count it again as carried load.

Upload Takeoff Performance on Performance imports the relevant chart/table. Review its parsed roll, obstacle distance and sample coverage before saving. Unavailable source values remain a gap; do not invent a zero distance or generic correction.

Tap **Save** in the aircraft editor only after checking both tabs. An import requires the pilot to compare the result with the authoritative aircraft data; it does not create a new approved weight-and-balance report.

UI verified: Weight & Balance editor. Code verified: file/photo and PDF-page import steps. Real aircraft documents were not submitted or changed during capture.

Start a Go Somewhere plan

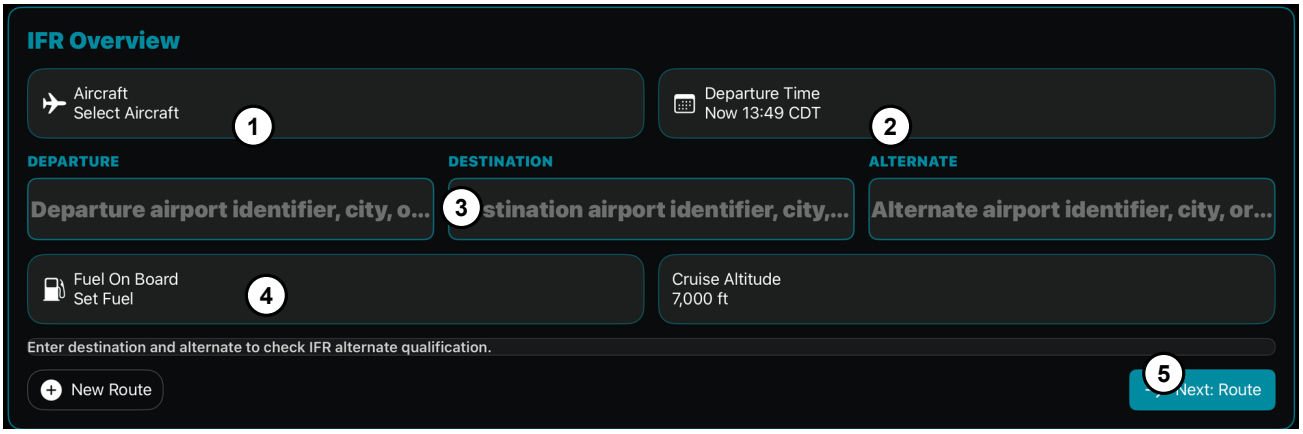


Figure 8. 1 aircraft, 2 departure time, 3 airports, 4 fuel and altitude, 5 Next Route. Offline demonstration; no live flight data.

1. From home tap **Go Somewhere.** Choose **IFR** or **VFR** in the header. This sets the planning operation and chart context; it is not merely a cosmetic chart switch.

2. Tap **Aircraft** and select the correct saved profile. If no profile exists, complete Settings > Aircraft first.

3. Set **Departure Time**. The time picker provides **Now**, **Cancel** and **Set Departure**. Read the displayed time zone; subsequent briefing and package times can be expressed in UTC/Zulu.

4. Enter Departure, Destination and, when appropriate, Alternate. Search by airport identifier, city or name, then choose the intended suggestion. Verify the resolved airport identity. **Plan on Chart**, when offered by the airport selector, opens graphical selection.

5. Choose the **Departure Runway** when available. Review runway identity, length and reported wind/closure context. Enter this flight's **Fuel On Board**; save a valid nonnegative quantity. Set **Cruise Altitude** and use its Set control.

6. Read any alternate-qualification or closure message. Tap **Next: Route** to continue. A selected tab's check mark records review access; it does not prove that data, loading or flight legality passed validation.

New Route resets the current planning baseline after confirmation. It is different from editing a single route fix. Verify every Overview input again after beginning a new route or loading a saved package. Departure can initially be suggested from available position, but the pilot must check it; a stale source or no location cannot determine the intended airport.

IFR alternate checks depend on weather, procedures, qualifications and available data. A requirement to choose an alternate is not a substitute for assessing current applicable rules and published minima. Airport/runway closure information can reject an unusable destination; review the official NOTAM text.

Preflight keeps or returns to the planning surface. **Open Flight Ops** transitions to charts and tracking; it does not file a flight plan. **Close** returns to home.

UI verified: empty Overview and tab order. Code verified: input, selection and readiness behavior.

Build save and load a route

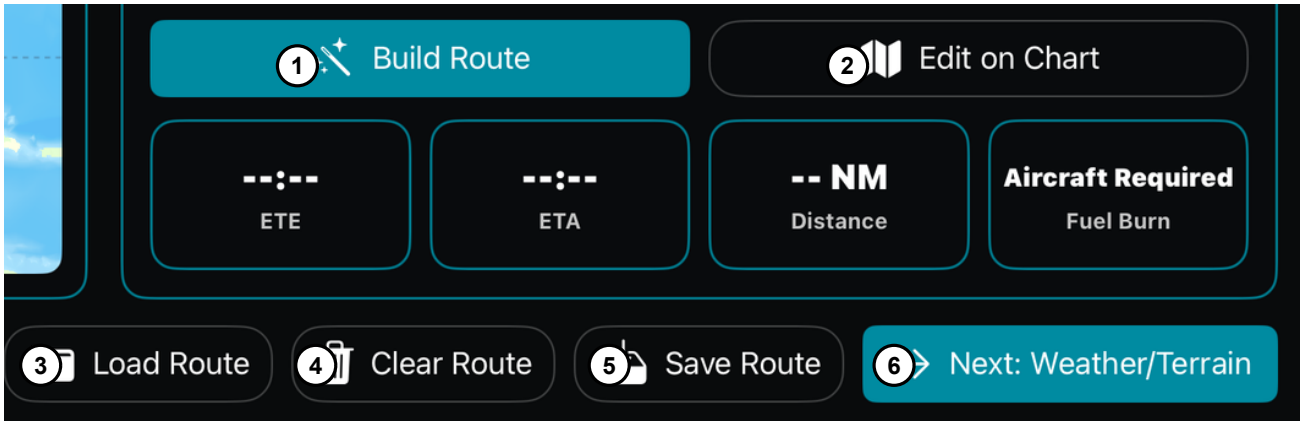


Figure 9. 1 Build Route, 2 Edit on Chart, 3 Load Route, 4 Clear Route, 5 Save Route, 6 Next Weather/Terrain. Offline demonstration; no live flight data.

1. Complete Overview with the intended rules, aircraft, airports, time, altitude and fuel. Open **Route**. The app can run an automatic route check once inputs are ready; wait until the route and performance values finish calculating.

2. Use **Build Route** when you want the local builder's proposal. It considers an ATC preferred route when available and otherwise an efficient fix/navigation route, with appropriate airways and IFR terminal context. A progress screen can offer **Cancel Build**.

3. Inspect the route text and chart geometry. Review distance, time, winds, fuel, reserve and climb/descent context. The builder's proposal is not ATC clearance. VFR does not add SID or STAR procedures; IFR equipment and qualification constraints still matter.

4. Use **Edit on Chart** for a graphical revision. Review the impact and accept the final geometry only after it meets your needs. Recheck calculations after any revision.

5. **Save Route** stores the calculated package on this iPad. **Load Route** opens Load Saved Route; select the intended package and review its restored inputs. Saved weather and an old departure time do not become current merely by loading a route.

6. Continue with **Next: Weather/Terrain** and the remaining preflight review tabs.

Route syntax. Manual route workflows accept airport, fix, navaid and airway tokens separated by spaces. Collocated or ambiguous facilities must be resolved deliberately. A compact airway expression can represent many geographic fixes; do not judge the flown geometry from abbreviated text alone. Airways and terminal joins must be checked against current publications.

Clear Route requests confirmation and clears route planning memory. **New Route** is a broader new-plan baseline. Neither is flight-record deletion. Do not clear a plan to troubleshoot an active recording without understanding the effect.

Terrain prompts. A constrained route can offer Find Route at the planned altitude, Manual Route Entry, Build on Chart, Back to Route or Continue with Caution. Read the specific limitation before choosing. Continuing is a pilot decision, not an app safety endorsement; unavailable terrain or performance remains unresolved.

UI verified: Route workspace. Code verified: automatic build, save/load and calculation policies. A populated operational route was not flown or filed during documentation capture.

Graphical route changes and fuel stops

Edit a route on the chart. Pan and pinch normally to inspect it. To begin route-line editing, hold on the rendered line for about 0.45 seconds, then drag. A temporary point can snap to a nearby fix or navaid. Select the intended facility when locations coincide. Existing route points can be moved or removed. Tapping or panning alone does not execute a change.

In the Go Somewhere graphical editor, use **Use Route** to accept the edited candidate or **Cancel** to discard it. Clear Route removes the candidate. In Flight Ops, an edited route shows **Execute** and **Cancel**. Review the geometry, distance/time and impact before Execute. The untouched direct reference is dashed; an edited route is solid, with the former direct reference faded until execution. Labels and distances describe the candidate being edited.

Fuel Strategy reviews fuel-stop choices for the current route, aircraft and usable fuel. Inspect the planned leg distance, time, burn, reserve and total strategy. **Use Fuel Stop** applies a selected recommendation; review the resulting legs and continuation. A recommendation needs current runway, airport, fuel and weather verification.

A fuel estimate or displayed quote can open fuel-price details. Airport-specific quotes, provider information and wider planning averages are different. A regional average must not be treated as a confirmed price or available fuel at a particular airport. Confirm fuel type, availability, opening hours and payment directly before relying on a stop.

After a route or fuel-stop change, keep unchanged verified loading where appropriate but rebuild with the actual final route and review any changed routing. Provisional reserve, time or cost figures are not final release values. A multi-leg flight package can remain active at a fuel stop, waiting for the next takeoff.

Do not execute to acknowledge a warning. Read terrain, closed-runway and weather-route prompts separately. A graphical suggestion may avoid the modeled hazard while still needing pilot, publication and ATC review.

Code verified: route-edit gestures, acceptance and fuel-stop workflow. Full populated route/fuel-stop interaction was not independently UI-tested for this manual.

Weather terrain and briefing review



Figure 10. 1 departure observation, 2 destination forecast; both unavailable in this example. Offline demonstration; no live flight data.

Open **Go Somewhere > Weather/Terrain** after the route calculation completes. Review Departure, Destination and Alternate observations/forecasts and the route profile. **Refresh Weather** requests updated products; **Next: PWB** opens the loading review.

Read METAR observation time, TAF issue and forecast period, wind, visibility, cloud and altimeter values. The airport, station and report position must match the context. A blank product, failed request or unavailable observation is missing information, not favorable weather. Forecast products describe a period; they are not the same as current observation.

Route products can include winds, pilot reports, turbulence and weather hazards where data are available. Their forecast time and route relevance depend on departure time and geometry. Verify that a loaded plan's time is still correct. Weather is refreshed while this tab is open when appropriate, but inspect timestamps after any update failure.

The vertical depiction combines planned altitude and terrain with available airspace and weather. Airport field elevation is distinct from a planned arrival target. Cloud base estimates, modeled weather volumes and terrain samples are advisory. They cannot establish visual clearance, icing absence or thunderstorm penetration safety.

Review changes explicitly. Weather-route comparisons show the current and proposed routes and time/fuel effects. **Details** opens supporting differences. **Keep Current** retains the current route; **Use Proposed** or **Accept and Apply**, in the corresponding preview, applies the proposed candidate. Read every consequence before acceptance; a preview alone does not modify the active route.

When X-Plane Weather is From Sim and fresh simulator atmosphere is available, simulator wind, temperature, cloud and visibility replace that atmosphere context, and real-world TAF/radar/forecast products are hidden. This is a training context, not a real-world briefing.

For an assembled document, open Facilities > **Flight Report**. Inspect the included data and times before sharing. A QuextFlight report is a planning record and does not assert that all required official briefing content was received.

UI verified: empty Weather/Terrain layout. Code verified: refresh, forecast context and comparison controls. Current weather products were not fetched for these public screenshots.

Airport enroute and procedure NOTAMs

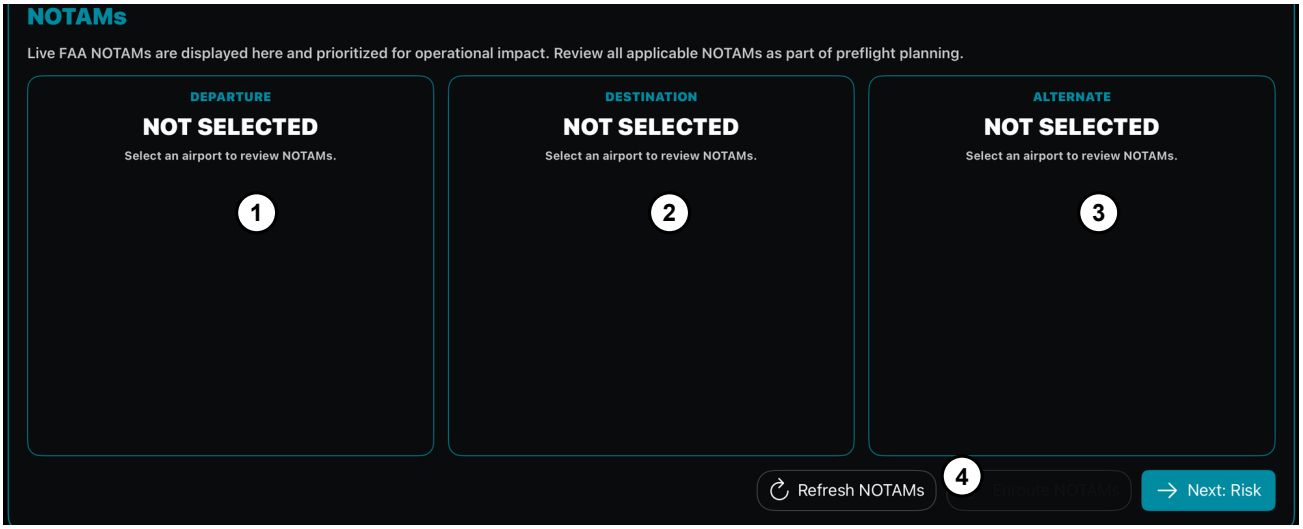


Figure 11. 1 departure, 2 destination, 3 alternate, 4 refresh and next actions. Offline demonstration; no live flight data.

1. Open **Go Somewhere > NOTAMs**. Review separate Departure, Destination and Alternate cards. Each card scrolls independently; drag within the card to see its categories and notices.

2. Tap **Refresh NOTAMs** while connected. Verify the airport and effective period for each relevant notice. A failed refresh can leave cached notices available; read their dates and status.

3. Tap an item or category to open details, read the full FAA text and understand its operational effect. Prioritization and a plain-language summary do not replace the original notice.

4. **Enroute NOTAMs** is enabled when the route has applicable notices. Review the route-context list and open relevant details. A dimmed control is not proof that the entire route has no restrictions.

5. Continue to **Next: Risk** after reviewing the applicable notices.

Closures and declared distances. Airport/runway closures can strike through or flag a selected airport and reject a destination with no usable runway. Another open runway can keep an airport eligible; taxiway, apron, lighting or approach restrictions alone do not necessarily close every runway. Review runway-specific declared-distance, Takeoff/Landing diagrams or satellite views when offered; imagery and derived geometry are not a current runway inspection.

Procedure chart notices can show a callout over a plate. Hide or Close dismisses the callout; rotate-chart changes page orientation, not the restriction. A procedure or navaid warning remains relevant after hiding its annotation. TFR details similarly require reading their area, altitude and effective times.

During descent. A confirmed effective closure of the selected landing runway can trigger a red warning and repeated audio below 1,000 feet above published field elevation while descending. Presentation remains subject to fresh telemetry and the general alert gates. Do not wait for this alert to determine runway availability.

UI verified: airport cards and action row. Code verified: detail, closure and enroute behavior. These screenshots contain no live NOTAM list and do not verify provider completeness or current restrictions.

Flight loading and aircraft performance



Figure 12. 1 incomplete loading status, 2 missing profile guidance. Offline demonstration; no live flight data.

The aircraft profile holds station positions and limits. **PWB** holds the people, fuel and baggage for this particular flight. Complete it after the route is calculated, using the same selected aircraft and actual final routing.

1. Open **Go Somewhere > PWB**, or the **PWB** button in Flight Ops. If the app says no aircraft or incomplete configuration, finish the aircraft profile first.

2. Enter the load for each applicable station. Confirm whether fuel is expressed as gallons, units or pounds and use the aircraft's saved per-unit weight. Verify people/cargo weights, arms, fuel and baggage limits.

3. Review calculated weight, moment, CG position and envelope status for the flight. Out-of-envelope loading or a missing limit is not a release-ready result. Do not clamp or ignore a failed limit.

4. Use **Save PWB & Continue** in the Flight Ops loading workflow when the loading is complete and valid. Recheck fuel and weight if route geometry, fuel strategy or actual loading changes. In preflight, the named Next button advances to NOTAMs.

5. In **Aircraft Performance**, choose **Runway**. Review ground roll, 50-ft obstacle distance, runway available, density-altitude context and runway-specific climb/terrain checks. **Back to PWB** lets you revise loading. **Complete Aircraft Performance** records completion when required inputs pass.

If current METAR temperature/altimeter is unavailable, the performance workflow can request **Manual Weather**. Enter OAT in Celsius and altimeter in inHg, then **Use Manual Values**. Use reliable current values and verify the units. A default 29.92 value is not evidence of the local pressure.

Missing takeoff charts, no usable runway length, missing weather or unavailable terrain are explicit gaps. Follow the aircraft flight manual and applicable corrections independently. QuextFlight's modeled takeoff and terrain comparison is not approved performance authorization.

UI verified: preflight PWB empty state and aircraft configuration editor. Code verified: per-flight loading, manual weather and performance completion workflow.

Risk assessment and human factors

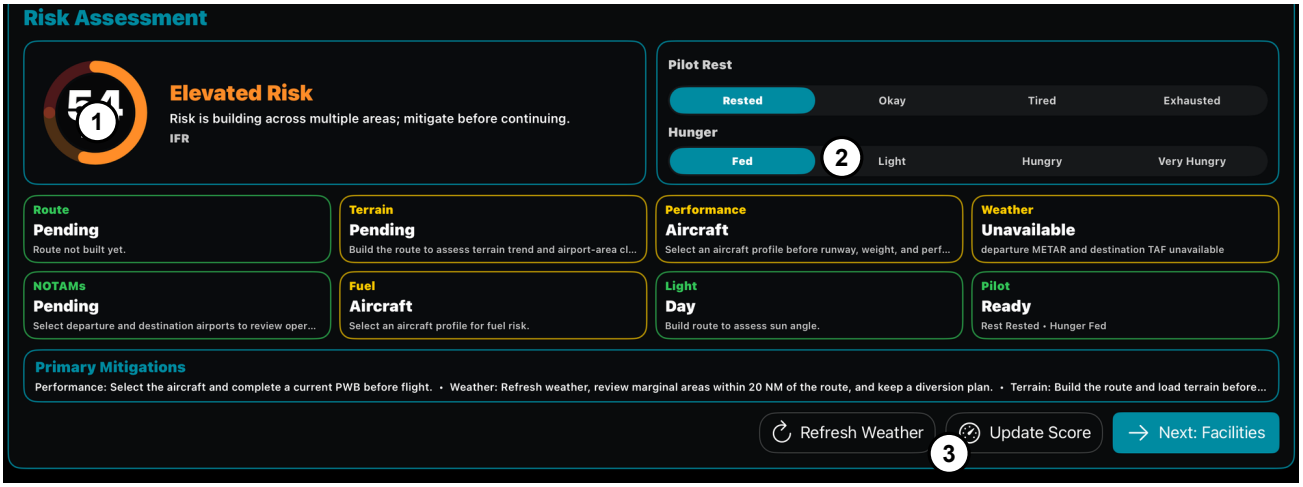


Figure 13. 1 score, 2 rest and hunger, 3 review factors and update actions. Offline demonstration; no live flight data.

Open **Go Somewhere > Risk** after reviewing PWB and NOTAMs. The page combines the available planning information into a score, status, factor cards and mitigation guidance. It is advisory and is not a go/no-go approval.

1. Set **Pilot Rest** to Rested, Okay, Tired or Exhausted. Set **Hunger** to Fed, Light, Hungry or Very Hungry. Be candid; these are pilot-entered conditions, not physiological measurements.

2. Read every factor card. Factors depend on the route, aircraft, weather, terrain, closures and available inputs. Tap a factor to inspect its explanation when the card provides detail; **Close** dismisses the detail.

3. Use **Refresh Weather** to request newer weather where connected. **Update Score** recalculates the displayed assessment from the current inputs. Check that requested updates actually completed.

4. Read the mitigation guidance and decide what to change. Revise the route, time, altitude, aircraft loading or human-factor plan as appropriate, then return to the affected review tabs.

5. Use **Next: Facilities** to continue after the review.

Interpret missing data conservatively. An empty airport, unknown forecast, absent terrain, missing performance value or old report reduces what the app can assess. A low score with incomplete information does not prove low risk. A score can change when new information arrives or when the route changes.

Night-vision and rest recommendations may appear during route planning when their context applies. **Acknowledge Night Advisory** acknowledges the advisory; **Decide Later** dismisses a recommendation where offered. Neither documents compliance with flight-duty limitations or establishes physiological fitness.

Risk is separate from the disabled preflight Safety insights and Flow modules in this release. Do not look for those tabs to complete build 51 planning. It is also separate from post-flight safety records and the private Safety Vault.

UI verified: risk controls and factor layout. Code verified: recalculation and advisory context. The demonstrated assessment has empty example inputs and is not an operational flight risk result.

Facilities reports and Flight Plan browser

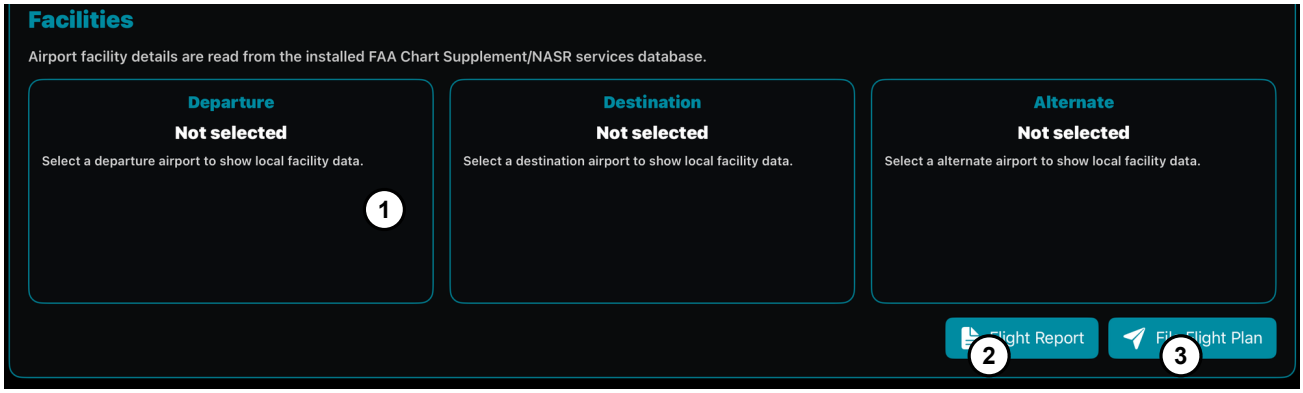


Figure 14. 1 airport facility cards, 2 Flight Report, 3 File Flight Plan. Offline demonstration; no live flight data.

Open **Go Somewhere > Facilities**. The Departure, Destination and Alternate columns use installed FAA Chart Supplement/NASR service data. Review the airport identity, runway, communications and service context. If fuel estimates or quotes appear, distinguish airport quotes from wider planning averages and confirm availability independently.

Flight Report opens the assembled planning/briefing report. Review the route, weather, NOTAMs, performance and times actually present. **Share Flight Report** opens the system sharing workflow when offered. Choose an intended destination and review the document before distributing it; reports may contain pilot, aircraft and route information.

File Flight Plan in Facilities and the **File Plan** tab open **1800wxbrief.com inside QuextFlight's browser** in build 51. The original planning page remains behind it. This release does not provide the later Leidos laboratory/native filing screens or an integrated native filing transaction.

1. Finish and verify the plan first. Tap File Plan or File Flight Plan while connected and outside X-Plane mode.

2. Sign in to the flight-service website if required. Follow the current website's instructions and review the actual filing fields there. Website appearance and labels can change independently of the app.

3. Deliberately verify flight rules, aircraft/equipment, route, departure time, duration, fuel/endurance, persons and contact information in the website before any submission. Opening the browser, saving a QuextFlight route or generating a report does not file a flight plan.

4. Use **Done** to close the browser and return to QuextFlight. Verify confirmation and any subsequent activation/closure obligations through the flight-service workflow you used.

The website is an external service. This manual does not assert that QuextFlight automatically transfers every plan field, activates a VFR plan, closes a plan or monitors a filing. The browser can open with X-Plane selected; do not submit simulator exercise data as a real flight. Offline browser failure does not alter a filed plan or prove that one exists.

UI verified: Facilities form and entry buttons. Code verified: internal-browser destination and build 51 gate. No authenticated website workflow or flight filing was performed for the guides.

Flight Ops header and main tools

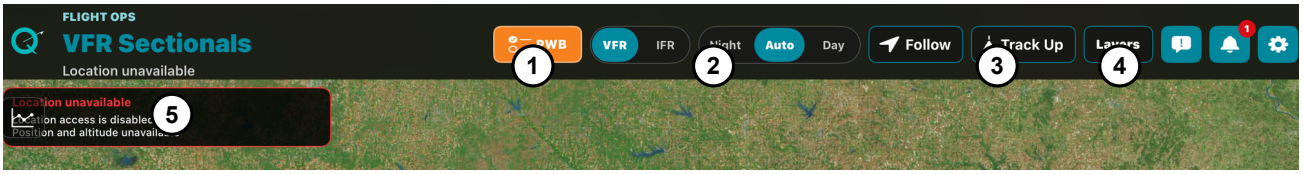


Figure 15. 1 PWB and chart family, 2 appearance, 3 Follow and Track Up, 4 Layers, 5 location status. Offline demonstration; no live flight data.

Open **Go Somewhere > Open Flight Ops** for the current plan, or **Just Fly** for chart use without a required route. Wait for chart preparation, then check the position source, chart coverage and data status. Flight Ops entry does not file a flight plan.

Home icon returns to the home workflow. **PreFlight** returns to Go Somewhere planning when that context is active; it is not shown in every mode. **PWB** opens per-flight loading/performance. **VFR / IFR** chooses the displayed chart family. In preflight, the IFR/VFR header also defines the planning operation; verify the intended rules when returning there.

Night / Auto / Day selects display appearance. Auto follows the app's brightness-related policy, not proof of legally defined night. **Follow** tracks the aircraft camera; turn it off to explore elsewhere. **Track Up** aligns the map with usable aircraft ground track rather than always north. Check track freshness and do not confuse it with heading.

Layers opens chart/weather switches. The bell opens **Notifications** and unread notices; Close acknowledges or dismisses the displayed list. **Mark Safety Event** creates a private timestamped marker and does not submit a report. The gear opens **Settings**.

The lower tools include **Route**, **WX OBS**, **DEP RWY**, the **Vertical profile** icon, **3D**, departure/arrival procedure buttons and **APCH** where applicable. DEP RWY changes to the selected runway label. WX OBS opens relevant observed weather context; it is not a whole-flight briefing. 3D opens the three-dimensional view and associated controls.

The chart can display leg track, aircraft track, distance, time/ETA, groundspeed, terrain, altimeter and runway-remaining values. Dashes mean unavailable. Track guidance and remaining-runway geometry are advisory and depend on fresh position, correct runway selection and source quality.

The toolbar illustration shows the genuine release view with location unavailable and no installed aviation chart. The documentation harness entered the screen locally without a live account. The background imagery is not proof of chart readiness. Populated route, hardware position and in-flight behavior remain code verified.

UI verified: Flight Ops toolbar and unavailable-location display. Code verified: conditional controls. Consult the source and age status on your actual device before reference use.

Active route and navigation values

Tap the edge tab labeled **Open route summary** to open the route drawer. It shows ACTIVE ROUTE, CURRENT LEG, route/leg endpoints and planning or live distance/time values. **ETE** is estimated time enroute; **ETA** is estimated arrival time. Wheels-up and elapsed time appear when recorded departure information is available.

The **Active route** text field allows route-text editing. **Apply route edit** applies the requested edit through the app's validation path. Verify the resulting geometry and leg sequence. Compact airway text can represent every underlying airway fix; frequency labels and navaid symbols support cross-checking.

Route opens the route workflow. Choose **Build Route** for a generated proposal or **Manual Route** for entered tokens. Review Departure, Destination, Alternate, Altitude, Estimated Departure, Aircraft and Fuel On Board. Select a departure runway as applicable. **Load Route** or the displayed manual-entry action resolves the entered text; **Cancel** dismisses the editor.

After a proposed build, **Confirm Route** accepts the reviewed route and **Save Route** stores its package. **Clear Route** clears a candidate or active route after the corresponding confirmation. Inspect the panel title: clearing a candidate is different from clearing all planning memory. **Save Actuals** records the entered actual values when that panel is shown. Saved Offline means pending synchronization, not server acknowledgement.

Live values. Leg track is the intended ground course for that leg. Aircraft track is observed movement direction. Groundspeed performance compares observed speed with planned groundspeed. Time to the next fix and distance remaining depend on valid route geometry and current motion. A displayed ETA can be an estimate from current or planning values and changes with winds, route and speed.

If a fix cannot be resolved or a destination has no usable runway, resolve the data/input problem before accepting a route. A dismissible No Usable Runway message does not accept the rejected destination. Navigation to a fix or navaid has a different context from landing at an airport.

Code verified: drawer fields, build/manual dialog and availability rules. In-flight route execution and telemetry were not live-tested for these documents.

Chart gestures and contextual information

Pan and zoom. Drag the chart to inspect another area and pinch to change scale. Turn Follow off when the camera keeps returning to the aircraft; turn it back on to resume tracking. North-up and Track Up are different presentation choices, and useful track requires actual movement.

Tap information. Select a map facility or annotation to review the airport, navaid, route point, weather report or restriction context that is available. A displaced label can have a leader line back to its geographic point. Use the leader's endpoint, not the label's text position, for geographic interpretation.

Long press away from a route opens the applicable facility/route-point context menu. **Long press on the rendered route** for about 0.45 seconds starts route editing instead. Moving before the hold completes allows ordinary panning. A temporary point can snap to a fix/navaid; resolve colocated choices explicitly.

Execute or Cancel. After route-line dragging in Flight Ops, inspect the candidate and impact. Execute accepts it; Cancel discards the edit. The original dashed direct reference and edited solid route are distinct. Recheck routing and published constraints and obtain any needed clearance independently.

Declutter. The preflight VFR graphical planning context can offer **Declutter** to simplify the chart. Flight Ops has a VFR declutter layer setting. These do not erase the underlying terrain or airspace hazard; they change presentation. Terrain awareness may appear only when airborne in the applicable view.

Chart to satellite handoff. At sufficiently close zoom, the map can hand off from the installed aviation chart to satellite imagery. Imagery requires connectivity and can be absent or old; it is not a current airport condition report. Zoom back out or use installed VFR/IFR coverage for offline reference. Recheck the title/status to know what is actually displayed.

Warnings, unread notices and chart-loading panels are separate from ordinary map annotations. Close or Hide can dismiss information but does not correct the route, restriction, stale sample or missing data that caused it.

Code verified: gestures, chart handoff, edit precedence and annotations. Detailed facility menus require the corresponding installed data and were not all UI-tested in documentation capture.

Chart weather layers and radar

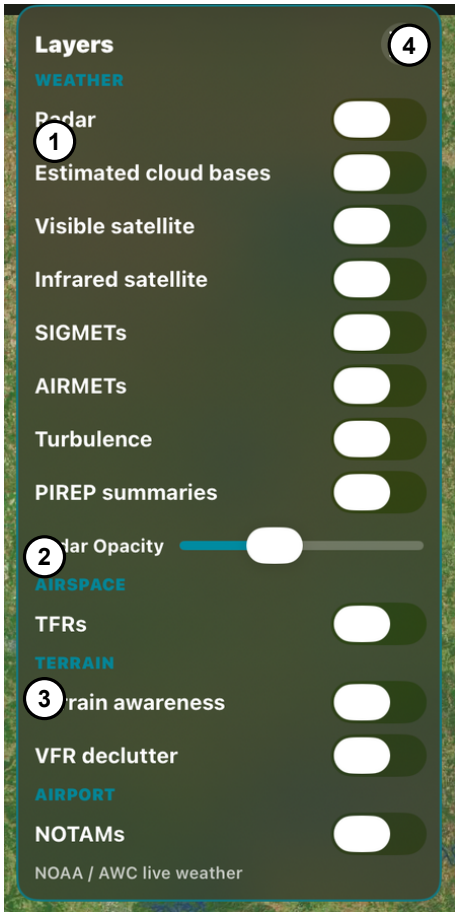


Figure 16. 1 weather switches, 2 radar opacity, 3 terrain and NOTAM layers, 4 Close Layers. Offline demonstration; no live flight data.

Tap **Layers** in Flight Ops. Enable only the products you intend to inspect and review their status. **Close Layers** dismisses the panel. The available switches include Radar, Estimated cloud bases, Visible satellite, Infrared satellite, SIGMETs, AIRMETs, Turbulence, PIREP summaries, TFRs, Terrain awareness, VFR declutter and NOTAMs. Approach plan views appears in the applicable chart context.

Tap outside the Layers panel to close it. **Long-press Layers** to turn off all selected overlays and close the panel. This clears their displayed weather/TFR/NOTAM/terrain/approach context and VFR declutter; reenable the desired switches deliberately. Hidden layers do not mean hazards disappeared.

Radar Opacity changes overlay transparency. Radar observation and forecast time is selected with the timeline/slider controls when available. A historical or forecast frame must not be read as live weather. Weather projection, lightning and Safe Zones controls, when shown with radar, affect displayed weather context; they do not turn radar into aircraft weather radar or a real-time avoidance clearance.

Previous radar frame and **Next radar frame** step through available times. **Play radar timeline** animates the sequence; pause it to inspect the labeled frame. Drag the timeline slider to select the desired observation/forecast time. Lightning toggles strike context and Weather projection toggles the forecast/projection context when available. Recheck the frame time after every change.

The app can automatically select Radar for observed moderate-or-heavier return footprints within the next 20 NM of actual fresh ground track while moving faster than 8 kt. It does not use heading or the planned route for that trigger, and it does not automatically open the vertical profile. Manual selection and dismissal still matter.

Safe Zones rings. Displayed 10/20 NM rings can indicate weather-cell clearance context along a qualifying forward track. Entering a displayed live ring can present yellow/red warnings, with red taking priority. Historical frames, stale radar, stale track, stopped motion, hidden Safe Zones or a turn clear of the cell remove or inhibit that live context. General automatic-alert speed gates also apply. No ring is a guarantee of adequate thunderstorm separation.

Pilot reports. The chart PIREP layer in this release displays reports with known aircraft altitude strictly below FL180. Unknown altitudes and ranges reaching FL180 are filtered out. Therefore an empty PIREP layer is not evidence that no reports or hazards exist above or near the route.

Estimated clouds, turbulence models, radar and satellite imagery have observation/forecast delay, coverage limits and differing altitude meaning. Use current authoritative briefing sources and aircraft weather-avoidance practices. A failed replacement request can leave the last complete depiction visible.

Code verified: layer labels, radar activation, timeline and freshness policies. Live weather-layer rendering was not verified for this manual.

Vertical profile and terrain context

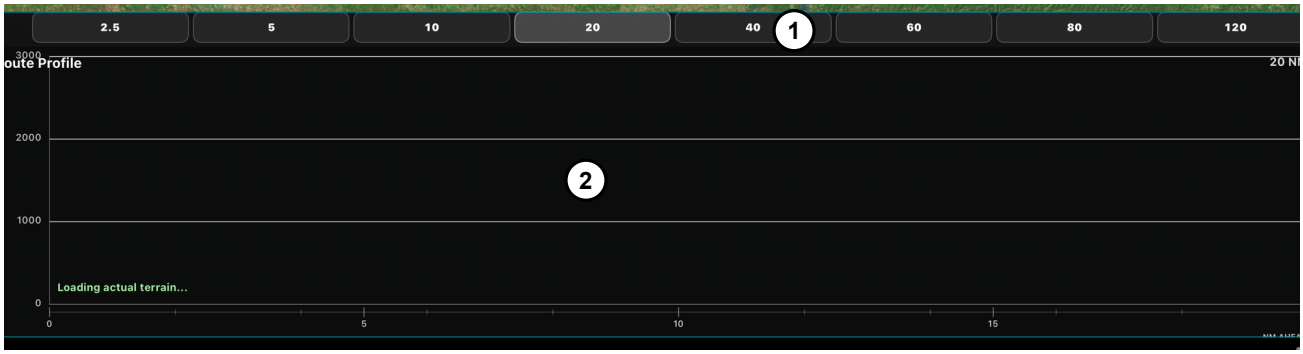


Figure 17. 1 selectable range, 2 empty profile waiting for terrain and route data. Offline demonstration; no live flight data.

Tap the **Vertical profile** icon in Flight Ops to open or close the profile. Choose a labeled range; the release supports airspace depiction through its selectable ranges, including 120 NM. The displayed context can follow the selected route/procedure or current aircraft track, so verify which geometry is being profiled.

Read planned/observed altitude, terrain, obstacle/airspace context and available weather together. Highest ahead and Below aircraft refer to different terrain comparisons. A profile sample is not a complete survey of obstacles, and missing terrain or airspace must not be interpreted as an empty corridor.

Airport versus arrival altitude. A physical airport field marker uses recorded airport field elevation when known. A planned arrival or traffic-pattern target is labeled separately. Without a selected approach, field elevation is the descent target; selecting a visual or instrument approach can change the planned profile. Unknown elevation is not an invented zero-foot field.

Approach controls. The selected approach can expand its profile and published restrictions. **Missed approach profile** switches to the available missed path. **Clear visual runway glidepath** clears that visual guide. **Close expanded approach profile** returns to the ordinary profile. These controls change presentation and planning context; the pilot must follow actual published procedure and clearance.

When Radar is selected, profile weather can prepare while the profile is closed. Closing the profile does not necessarily stop weather preparation. A replacement request can retain the last complete displayed weather until a new matching result succeeds; read age and frame selection after changing range, source or route.

Terrain-constrained descent. An advisory can offer Review 3D, Use Published Hold, Select Holding Fix, Other Route Fix, Continue or Add to Plan. Examine the actual published hold and route before accepting it. A modeled hold or descent cannot authorize an instrument procedure, waive a restriction or prove cloud/terrain clearance.

Code verified: profile controls, elevation semantics and preparation. Terrain, weather and approach success on a populated live flight were not independently demonstrated for the guide.

Runways procedures and approach charts

DEP RWY selects the departure runway for runway and terrain context. The button shows the chosen runway when selected. Select the actual departure airport/runway, then verify its length, heading, published restrictions and notices.

The departure and arrival procedure buttons open the relevant selected terminal procedure charts when available. **APCH** opens approach selection; choose the intended destination and procedure/runway, including the appropriate transition when offered. Availability depends on installed data, qualifications and aircraft equipment.

For a visual runway guide, choose the intended runway and verify geometry. For an instrument approach, read the actual published plate and restrictions. The app's route/profile overlay and any selected minima are supplemental references. They do not determine the clearance, legal minima or when descent is permitted.

Chart viewer. Previous procedure chart page and Next procedure chart page move through a multipage chart. Rotate chart changes orientation. The chart Close/Hide control dismisses it. Procedure chart download progress opens status; a plate that has not been downloaded may require internet. Plan for offline plates at destination and alternates before departure.

Procedure NOTAM callouts can annotate a plate. Hide procedure NOTAM callout or Close procedure NOTAM dismisses the annotation; the underlying restriction remains. Always read the full notice and chart.

Approach Mode toggles the corresponding approach presentation. Missed approach profile opens the missed procedure context; closing an expanded profile returns to the ordinary profile. Confirm the actual flown segment rather than assuming selection proves that the aircraft is established on it.

Minima and warning limits. Where the app prompts for approach minimums or presents altitude callouts, verify the correct published values, reference and procedure. GPS/phone altitude is not pressure altitude. Flight-alert inhibition, stale telemetry, missing altitude or an incorrect runway can suppress or invalidate a callout.

Remain in Pattern in Just Fly opens available runway choices for pattern reference. The computed pattern/visual guide is advisory; confirm traffic, airport procedures and any ATC instructions independently.

Code verified: procedure, runway, chart-page and approach controls. Actual populated plate, minima and runway workflows were not all UI-tested in this documentation session.

Three dimensional route view

Tap **3D** from Flight Ops or use Review 3D in the applicable planning advisory. The view can display the route, terrain, chart plane, aircraft and optional hazard context. It is a visualization, not a synthetic-vision certification or approved terrain-clearance instrument.

IFR / Sectional / Satellite selects the ground presentation. Installed chart coverage supports offline chart views. Satellite imagery needs internet and can be unavailable. The view's loading status identifies missing chart or terrain coverage; do not substitute a blank surface for terrain.

Free / Nose chooses camera mode. Free supports dragging/orbiting, panning and pinching to explore the scene. Nose follows the aircraft-oriented view; **Center nose camera** recenters it. Camera motion is different from aircraft motion. A virtual playback position is not a real aircraft observation.

Layers opens overlay choices. Airspace/Terrain can be Off, Airspace or Terrain; WEATHER can be Off or Radar. Obstacles and Temporary Flight Restrictions have their own controls. Where the integrated layer control shows Off, Airspace, Terrain or Weather, select the desired context. Restricted/prohibited airspace preference can retain those volumes even when the general airspace overlay is off.

Airport banners toggles airport labels. **Search airport, fix, or navaid** locates a facility and repositions the camera. **Route terrain clearance** changes the applicable clearance depiction. **Toggle selected approach overlay** displays the selected approach plan-view context. Review the selected facility and procedure identity after each change.

Play/Pause and slider animate or scrub a route when playback controls are available. Read the route status/time. **Done** exits the 3D panel. **CoPilot**, when enabled, opens local assistance within the 3D view; Ask Local CoPilot starts a request.

Read terrain labels, altitude/AGL and modeled weather as advisory depictions. Visual volume heights, camera perspective and imported charts have limits. Neither a clear-looking scene nor a hidden overlay proves that airspace, terrain or weather is clear.

Code verified: camera, ground, layer, search and playback controls. No fabricated three-dimensional interface is illustrated in this manual.

Warnings and operational limitations

Automatic visual and aural cockpit flight alerts are inhibited below **35 kt groundspeed** in this release. Missing/nonfinite speed cannot enable them. At exactly 35 kt the alert's other conditions still apply. Explicit pilot-requested information and planning validation are separate from automatic flight warnings.

Terrain warning audio/displays are also inhibited during initial climb below 1,000 feet above captured departure field elevation and when established on the selected visual/instrument approach. Selecting an approach alone does not establish it. Source/geographic jumps reset local airport and vertical-trend context; fresh data are needed again.

Airspace. Airspace and projected-airspace panels depend on location, altitude, track and installed airspace. A dismiss control closes an advisory; it does not authorize entry. Prohibited/restricted depictions, contact guidance and time-to-penetration estimates need pilot verification against current information and clearance.

Runway closure. A confirmed effective closure of the landing runway can latch a red descent warning below 1,000 feet above published field elevation. Its underlying encounter is not simply cancelled by selecting a new route. Presentation is still suppressed by the global speed gate and requires fresh descending samples for repeated audio. Do not rely on its timing to decide whether to land.

Runway remaining and GO AROUND displays are derived from selected runway geometry and telemetry. They can be unavailable or inaccurate when the runway, position or source is wrong. Use actual aircraft performance, visual references and operational procedures.

Weather. Radar selection, clearance rings, lightning and cloud models have separate data and motion gates. Stale or hidden products can remove alerts while an actual hazard remains. A weather chime or once-per-cell warning is not a complete avoidance strategy.

Audio and attention. Test volume and output route on the ground. Bluetooth/headset changes can interrupt speech. Optional CoPilot does not control mandatory warning eligibility. Keep primary attention on flying, with a safe independent navigation and weather plan.

This manual makes no FAA/FCC approval claim for radio/device use and no primary-navigation certification claim. Follow the rules and permissions that apply to your flight and equipment.

Code verified: gating and warning behavior. Physical GPS, aircraft descent and warning timing were not acceptance-tested for documentation.

Just Fly and takeoff or landing practice

Choose **Just Fly** on home to enter Flight Ops without building a route. Initially the chart centers on the aircraft when a usable position is available. Missing position does not create a reliable aircraft center. Select the correct aircraft and complete PWB and aircraft-performance checks before using the displays.

The available practice drawer is labeled **Challenge** in the Flight Ops interface. It contains runway/maneuver selection for practice; retired precision Challenge scoring is not an active product feature in this release. Practice landing analysis remains available. Do not interpret an older challenge or replay label as a currently available scored competition.

1. Open the practice drawer and choose the intended runway from the available local/selected airport context. Read its airport, length and heading.

2. Choose an available maneuver such as **Normal Takeoff**, **Short Field Takeoff**, **Soft Field Takeoff**, **Normal Landing**, **Short Field Landing** or **Soft Field Landing**. Selection depends on context and available runway/data.

3. Read the displayed guidance, target speeds and performance comparison. Complete missing aircraft/loading inputs. Close the maneuver panel to stop viewing it when appropriate.

4. For simulator landing practice, **1 NM Final** can position a connected X-Plane aircraft at the runway's one-nautical-mile final. It is a simulator command and requires the supported telemetry context.

5. After the maneuver, review any recorded takeoff/landing analysis and logbook prompts. Correct pilot-entered times, category and fuel information before saving.

Remain in Pattern opens runway selection for a pattern reference. Follow actual pattern traffic and airport/ATC instructions; the computed reference is not clearance or collision avoidance.

Takeoff/landing measurement depends on position and altitude quality. Device/phone altitude and sample timing do not provide precision pressure-altitude or reliable touchdown sensing. Treat rotation, liftoff, landing-point, sink-rate and runway-distance estimates as analysis aids. Automatic flight recording is off in Phone BLE mode; selecting a practice display does not override that limit.

Code verified: Just Fly entry and practice controls. Real takeoff/landing analysis and active Challenge scoring were not demonstrated for these documents.

Flight recording and synchronization

QuextFlight stores planned and recorded flight packages on the iPad. Go Somewhere planning can create a Pending package. Just Fly can create an unplanned package; no route is required to begin an eligible flight recording after takeoff.

Recording is automatic for eligible sources and flight context. It can continue in the background during an active flight. Do not assume background recording survived denied location access, a terminated app, a source loss or insufficient storage. Check the account and recording status, and verify that post-flight samples exist.

Phone BLE exception. Automatic flight recording is off when Phone BLE is selected. Phone position display does not establish a recorded track. **X-Plane exception.** Simulator packages and tracks remain on the iPad and are excluded from real-flight cloud uploads.

Packages can contain route, aircraft, flight rules, estimated departure, takeoff, landing and sampled flight positions. A multi-leg package can show the active leg and, at a fuel stop, await the next takeoff. Review whether the intended plan and source were selected before departing.

Synchronization. Real-flight packages synchronize privately to the account when connected, according to the app's source and ownership policy. Offline samples remain local until eligible sync succeeds. A network connection alone is not proof that every sample has uploaded. Preserve unsynced completed records and investigate storage/sync errors before deleting or resetting local data.

Source changes. Choosing a current source does not rewrite the historical source of an existing recording. Simulator exclusion uses stored simulator evidence. Changing aircraft or airports can affect subsequent plan context; review the recorded package identity rather than assuming an old flight belongs to today's switch settings.

Post-flight. Open Analyze This to confirm the package moved to Completed and inspect the recorded track/profile. Review the logbook/post-flight editor and fuel remaining if offered. Correct detected values against actual records; a flight track and a logbook entry are different records.

Code verified: automatic recording, background policy, source exclusions and sync. Real flight capture, sustained background transfer and authenticated cloud acknowledgement were not independently verified for these guides.

Analyze This flight packages

Open **Analyze This.** from home. The screen groups your local packages into **In progress**, **Pending** and **Completed**. Search by Package ID, airport or tail number. Each row identifies the route, aircraft, rules, departure/estimated time and number of recorded points. X-Plane records are labeled iPad only.

1. Select a package to open its review. Read the package ID, planned departure and aircraft before interpreting the chart.

2. Select **Chart** or **Chart + Profile**. Pending plans show planned geometry; actual points appear after recording. Just Fly has no planned route requirement.

3. Select a profile sample to inspect its corresponding chart point and recorded values. Pan/zoom the chart to examine the track. Recorded gaps and unavailable values remain limitations, not interpolated proof of flight path.

4. **Copy ID** copies the identifier for your own reference/support. **Load Plan** is available for an appropriate Pending Go Somewhere package and restores its plan for review. Recheck weather, NOTAMs, time, fuel and loading; a loaded plan is not current merely because it was saved.

5. Use the navigation Back control or **Done** to return/close review.

Delete deliberately. Swipe left on an eligible Pending or Completed row, then tap Delete. A full swipe does not automatically delete. Active/partially flown recordings cannot be deleted as pending plans.

Deleting an unflown Pending plan removes it locally and from your account; an offline deletion completes when connected. Deleting a Completed real flight removes the local copy only; real-flight account records remain, and unsynced data must be uploaded before local removal. X-Plane records are local only. Read any Flight Not Deleted error rather than assuming deletion succeeded.

Package review is the current home Analyze This entry in build 51. Older event-analysis and Challenge classes in the code are not a reason to expect additional public dashboard buttons. Safety review can appear through applicable post-flight/logbook workflows.

Code verified: list, search, review controls and deletion distinctions. No user's flight history was accessed, deleted or uploaded during guide creation.

Logbook and post flight entry

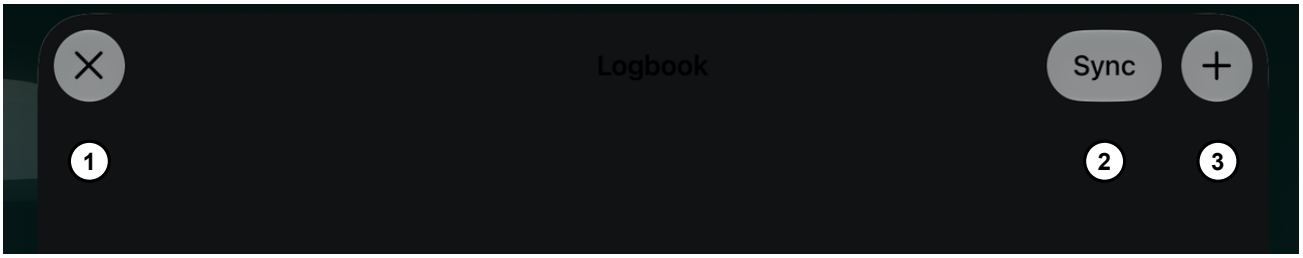


Figure 18. 1 Close, 2 Sync, 3 Plus to add an entry. Offline demonstration; no live flight data.

On home, tap **Logbook**. Entries show the route, date, total hours, tail and sync status. Select an entry to inspect/edit it. **Plus** creates a manual entry. **Sync** requests pending finalized-entry synchronization when the server is reachable. The close icon returns to home.

1. Review **Out time (Zulu)**. Enable **Has in time** only when an actual in time is known, then set **In time (Zulu)**. Read dates across midnight, not just clock times.

2. Enter Departure, Destination, Tail and Type. Check the aircraft category and the actual flight, not a default one-hour manual entry.

3. Enter **TO day / TO night** and **LDG day / LDG night** counts. Enter Single-engine, Multi-engine, Complex, High performance, Instrument, Sim instrument, Day hours, Night hours and Total flight time. Different categories can overlap legitimately; confirm how your records should be maintained.

4. In a post-flight editor, review **Fuel remaining (gal)** and Comments. Fuel estimates should be reconciled with reliable actual measurements.

5. Use **Save** to finalize the entered values. **Save Later**, when offered by a post-flight prompt, defers completion. Reopen and inspect the saved entry and its sync status.

A post-flight **Safety Event Review** panel can offer **Review Recorded Events** when events were recorded in the applicable flight interval. Review and correct them before retaining or sharing a private draft. No detected events does not establish that nothing noteworthy occurred.

Deletion. Swipe left and tap Delete on an entry to remove the applicable local logbook record through its workflow. A logbook entry, flight package, safety event and fuel ticket are distinct records with different sync/deletion behavior. Deleting one is not a blanket deletion of all related account data.

The app's flight detection and hours are suggestions for pilot review. Verify logbook categories, dates, qualification credit and required records independently. QuextFlight is not certifying the pilot's recorded experience.

Code verified: list and editor fields, post-flight review and sync. No real logbook entry was changed in documentation capture.

Fuel tickets prices and remaining fuel

Enable **Settings > Preferences > Fuel Log** if you want fuel-ticket storage, then save the preference. Home **Fuel Log** opens the ticket list and summary. **Plus** creates a ticket; **Sync** requests pending uploads and refreshes eligible records. Close returns to home.

1. Open Add Fuel Ticket and choose the intended aircraft where required. Enter the purchase date, airport, provider, fuel type, gallons, unit price/total and notes as the form requests. Read field units and currency rather than inferring them.

2. Compare the values with the actual receipt and fuel type. A cheapest quote can help plan but is not proof of current availability or a purchase.

3. Tap **Save** to store the ticket or **Cancel** to abandon the unsaved entry. Offline tickets wait for eligible upload when grounded and online.

4. Select an existing ticket to review it. Swipe left and tap **Delete** only when intentionally removing it, then review the confirmation. Deletion affects that ticket's workflow, not the aircraft profile's existence.

The Aircraft row's **Fuel** action is another entry to a fuel ticket for that aircraft. Displayed fuel estimates or airport fuel-price panels can list provider quotes and, when no airport quote is available, a broader planning average. Check scope, fuel grade, quote date and provider directly.

Privacy. Airport, provider, fuel type, price and report date contribute anonymously to community pricing. Tail number, gallons, totals, notes and pilot identity remain private within the account workflow. Offline submission is deferred while airborne and until connectivity is available.

Fuel reconciliation. Planned fuel use comes from the aircraft profile, winds, route and flight assumptions. Saved logbook/post-flight actuals can update estimated remaining-fuel context. Measure and verify actual usable fuel independently before every departure; a ledger is not a fuel sensor.

Code verified: enabled ticket workflow, private/community fields and grounded sync policy. No tickets, quotes or real purchase data were created or changed for these screenshots.

Safety records and private ASRS drafts

Safety Vault + STARR in Preferences controls the private safety-record workflow and its separate anonymous community contribution. Private Vault records are encrypted on the iPad and upload as encrypted records while grounded and online. The anonymous contribution uses coarse area, week, event class, severity and broad aircraft category, not the pilot's name, tail, exact time/location, raw samples or narrative.

Mark Safety Event in Flight Ops adds a private timestamped marker. It does not submit an external report or create an ATC communication. Automatic event detection depends on eligible source, telemetry, motion and settings; it cannot establish a complete safety record.

In **Pilot Event Review**, edit the offered details and use **Save Review** to retain them. Cancel leaves the current review unchanged. In Discard Recorded Event?, **Keep Event** cancels removal and **Discard** removes the selected event. Private Draft Saved confirms local draft saving; it does not confirm external reporting.

In an available post-flight safety review, inspect the flight and events. Select an event to read its context, data and severity. **Add Pilot Details** or **Add Details** lets you add corrections/narrative. **Discard Event** removes the selected event through its confirmation workflow. **Remove All** or Remove Events, if presented, removes the applicable local event set and pending contributions; read the scope before confirming.

Prepare ASRS Draft creates an advisory draft from selected available events. Review the actual flight, event timeline and all text yourself. **Save Private Draft** retains it locally/private as indicated. **Copy / Share** opens a deliberate export choice and can disclose sensitive details; review the receiving app and audience first. **Open NASA Form** opens the external reporting form.

The app does not automatically submit an ASRS report, promise immunity, determine eligibility or satisfy a reporting deadline. You choose whether to report and must verify the current official reporting instructions independently. A saved private draft is not proof of external submission.

Safety event review is distinct from the disabled preflight Safety/route-insights tab. Home Analyze This opens flight packages in build 51, not every older event-dashboard surface present in the source. Use the available post-flight workflow rather than searching for retired dashboard controls.

Code verified: encryption/contribution policy and event/draft controls. No real event, draft, external report or public contribution was created for documentation.

Experimental local CoPilot

Enable **Experimental CoPilot** in Settings > Preferences only when actively testing the optional feature. Choose/preview **Speech Voice** and confirm the voice is ready. The release's onboard CoPilot uses local iPad data; it is not an always-available online pilot or a substitute for flying the aircraft.

Tap **CoPilot** in the applicable 2D or 3D view. Read the status and transcript. In 3D, **Ask Local CoPilot** starts a request within the scene. In the 2D assistance panel, the request/listening controls and Close follow the displayed state. Permit microphone/speech access only when intended, and keep the audio route/volume suitable.

In Flight Ops, tapping CoPilot starts the local assistance session; tapping it again or **Close** ends the session. It can pause during takeoff workload. Follow the displayed readiness/listening status before speaking and verify the transcript. A hidden or paused assistant is not listening proof and must not distract from aircraft control.

CoPilot can respond using the local context available to the app. Missing navigation, weather, location or route data limits its answer. Voice recognition can misunderstand identifiers, numbers and units; compare the transcript with what you asked. Treat every response as advisory and cross-check operational values yourself.

Clear CoPilot Markups clears the assistant's chart markup. It does not clear the actual route or remove a restriction. A CoPilot **TIMER** display shows count-up or requested timer context; **Reset** resets it. It is separate from flight-package wheels-up/elapsed time and logbook records.

If microphone input, voice health or audio route changes, close the panel, inspect permissions and output route, and retry only when safe. Do not troubleshoot a voice connection while it compromises aircraft control or cockpit attention.

Turning optional CoPilot off does not erase mandatory warning policies; automatic alerts still follow source freshness, speed and per-alert gates. No assistant statement can grant clearance, certify a route or authorize a maneuver.

Code verified: local assistance, status, markups and timer controls. Real speech requests and all supported utterances were not acceptance-tested for the manual; use the visible request interface on your device.

Help tickets and support

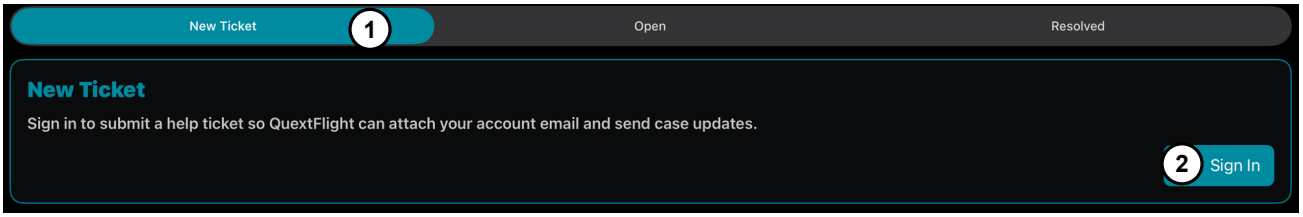


Figure 19. 1 New Ticket Open and Resolved tabs, 2 account sign in required. Offline demonstration; no live flight data.

Open **Settings > Help**. The Help center provides **New Ticket**, **Open** and **Resolved**. Sign in is required for account-specific support records. Close returns to Settings.

1. In New Ticket, choose **App**, **Data**, **Billing** or **Other**. Enter the subject and Ticket details. Include the app version/build, the relevant source mode and the precise screen or error.

2. Review the information for sensitive content. Do not put passwords, payment-card details, sign-in tokens or a support PIN into the ticket narrative. Describe location/flight details only when appropriate for the support request.

3. **Submit Ticket** deliberately sends the ticket when connected and authorized. Wait for the resulting status; a Submitting message is not confirmation that the ticket was received.

4. Open **Open** or **Resolved** to review tickets. **Refresh** requests updated lists; **View** opens an individual ticket. Offline or failed refresh can leave the previous list unchanged.

Callback records the offered callback preference/details for the support request. Use only contact information you intend support to receive. In Settings, Open Tickets and Resolved Tickets lead to the corresponding lists; the dedicated Help Center shows those as Open and Resolved tabs.

For account linkage and the support PIN, open **Settings > Profile > Quext Account**. Copy ID copies your linked identifier. Manage account & support PIN opens the separate portal; Alternate account portal is a connectivity fallback. Sign in separately there. Check the displayed support contact on your installed version or use flyquext.com for current public information.

Billing questions about Apple renewal should also use **Manage / Cancel Subscription** and the correct Apple Account. Restoring a purchase and changing portal credentials are different workflows. An account deletion request is permanent membership removal, not a help-ticket resolution action.

Before requesting support, record the observed error and its time, check chart/data currency, source/freshness, internet expectations, permissions and available storage. Keep independent operational sources available while the problem is unresolved.

Code verified: help categories, tabs, submission and account-support entry. No message or ticket was sent for these documents.

Troubleshooting and recovery

No aircraft position. Check Position Source first. For Device, inspect location permission and reception; Wi-Fi-only iPad estimates may not be available in flight. For Phone BLE, check companion eligibility, pairing code confirmation and fix age/accuracy. For X-Plane, check valid telemetry; discovery does not prove it. Select another source deliberately and verify its actual sample.

No altitude or guidance. Read the stated datum and missing values. Phone ellipsoid/unknown altitude may be unavailable for sea-level calculations. GPS is not pressure altitude. Missing track/speed or stale telemetry can inhibit guidance and alerts; dashes are not zero values.

Chart missing or setup repeats. Check Settings > Charts/Data, installed coverage, dates, free storage and package validation. Resume Setup or Repair Data keeps valid completed work. An empty database can prevent airport search and route building. Finish processing/verification rather than repeatedly restarting the app.

Weather or NOTAMs old. Reconnect, enable the intended Internet Access preference and use Refresh Weather/Refresh NOTAMs. Read whether refresh succeeded and inspect report times. From Sim hides real-world forecast products. Cached data can remain visible after a failed request.

Route will not build. Check resolved airports, selected aircraft, rules, altitude, departure time and fuel. Review closed-runway, equipment, terrain and alternate messages. Use manual/graphical routing when appropriate and verify published constraints; Cancel Build exits a progress operation.

PWB/performance incomplete. Verify aircraft-specific weight, arms, envelope, station limits and imported takeoff data. Complete this flight's actual loads and departure runway. Supply reliable manual weather only when requested. Missing terrain/runway length is not a passed check.

Access or sync fails. Check account/provider and current entitlement online. Restore and Refresh have different purposes. Preserve unsynced records and identify storage errors before deleting data. X-Plane stays local and Phone BLE does not automatically record.

Storage cleanup. Remove individual charts or Delete Procedure PDFs only when recovery time is available. Delete All Downloaded Data removes mandatory offline resources and requires setup again. Delete Account is a separate permanent personal-data workflow. Logbook, flight package, event and ticket deletions each have their own scope.

Code verified: recovery controls. If uncertainty remains, stop using the affected function operationally and consult current official information or support.

Terms and control reference

APCH means approach. **DEP RWY** means departure runway. **CG** is center of gravity; an arm is measured from the aircraft's reference datum. **PWB** is the app's preflight weight-and-balance workflow. **ETE / ETA** are estimated time enroute / estimated time of arrival. **TAS / KIAS / GS** distinguish true airspeed, knots indicated airspeed and groundspeed.

MSL / AGL mean mean sea level / above ground level. WGS-84 ellipsoid altitude has a different reference from MSL. **Zulu / UTC** are the time reference used for filing and recorded times; a local picker may display a local zone. **METAR / TAF / PIREP** are observation, forecast and pilot report products. **SID / STAR** are published departure / arrival procedures. **TFR** is a temporary flight restriction.

Planning navigation. Home > Go Somewhere > Overview > Route > Weather/Terrain > PWB > NOTAMs > Risk > Facilities. The named Next buttons follow the shipped review order. File Plan is a separate internal-browser action. A check mark on a tab means it was accessed for review.

Settings navigation. Profile contains account/subscription controls. Preferences contains source and optional features. Aircraft contains persistent performance and loading configuration. Qualifications contains pilot declarations. Charts/Data contains readiness, updates and managers. Help contains support tickets. X-Plane is conditional on enabling it.

Flight Ops controls. PWB; VFR/IFR; Night/Auto/Day; Follow; Track Up; Layers; Mark Safety Event; Notifications; Settings; Route; WX OBS; DEP RWY; Vertical profile; 3D; selected departure/arrival charts; APCH; Approach Mode; route drawer and Apply route edit; Execute/Cancel after graphical changes.

Review controls. Analyze This groups In progress, Pending and Completed; search narrows packages; Copy ID copies; Load Plan restores an eligible pending plan; Chart/Chart + Profile switches review; Delete has state-specific scope. Logbook and Fuel Log have Plus, Sync and their own editor/save/delete workflows.

Confirmation convention. Read the panel title and message before Save, Confirm, Use Route, Execute, Use Proposed, Delete or Remove. Closing a dialog is not proof of successful saving, upload, subscription verification or filing. Review the resulting status on the destination screen.

Public support and current product information: flyquext.com. The companion PDF QuextFlight Pilot Quick Start provides the shortest setup and planning sequence for this same build.

Airport and route context controls

Airport or facility selection. A search can return multiple matching airports/fixes/navaids. Select Facility asks you to choose the intended one, not merely the first matching text. The facility panel can offer METAR/TAF, Frequencies, Facilities, NOTAMs and Approaches. Each opens the named information for that selected facility. Close returns to the chart; missing data do not establish that a service or restriction is absent.

Set as Destination / Set as Departure assigns the selected airport to that role. Set as Destination in Just Fly may require clearing the active route first; Route Already Active explains that conflict. Remain in Pattern uses the intended runway/pattern context. Select Runway or Select Departure Runway opens the available runway choice. Runway Unavailable or Pattern Unavailable means the required geometry, source or context is missing.

Direct Route / Go Direct? proposes a direct path to the selected point. Review its geography and required clearance before confirming the displayed action. Cancel leaves the current route. Direct routing to a fix is distinct from selecting an airport for landing, performance and closure checks.

Route Builder / Plan Route / Enter Route opens the applicable build or text workflow. A Dynamic Route Planner can offer Departure and Arrival selection and Suggest Airways. Choose procedures/transitions intentionally; Continue applies the selected item to that stage. Departure Not Added, Arrival Not Added or Procedure Not Added means it was not accepted. Route Required and Route Not Loaded require correction before use.

Manual-route keyboard. Letter and number keys enter tokens; SPC inserts a space, DEL removes the preceding input and the period key enters a decimal where allowed. Resolve facility identifiers against installed data. Clear Route clears the candidate; Use Route accepts the validated candidate; Cancel abandons the editor.

Fix editing. Select Route Point chooses the intended waypoint/context. Delete Fix opens its confirmation; Delete removes that fix from the candidate. Cancel retains it. Review the changed legs and then use the editor's Use Route or Flight Ops Execute to accept the overall change. Closing a point menu is not route execution.

Destination chart picker. Choose Another Airport changes the picker focus. Departure identifies its current role. Cancel leaves the previous selection. A missing NASR database, unresolved destination or unavailable terrain may prevent the requested action; do not interpret the error as an accepted airport.

Code verified: conditional facility, direct-route, procedure, keyboard and fix controls. These populated menus were not all independently UI-tested.

Planning decisions and advisory dialogs

Departure time. In the departure-time picker, Now chooses the current time; Set Departure accepts the displayed date/time; Cancel leaves the previous value. Review the shown time zone. Airport suggestions must be resolved to the intended airport before leaving its input editor.

Altitude and terrain. Planned Altitude Required asks for a valid planned altitude. Altitude Advisory, Higher IFR Altitude Required, Airway MEA, Off-Route Minimum and Terrain Clearance explain separate route constraints. Review the stated altitude and route. An altitude picker or route edit changes the candidate only through its displayed acceptance action. Continue with Caution records your decision to proceed with an unresolved advisory; it cannot establish clearance or aircraft performance.

Route comparisons. In an airway-altitude comparison, compare current and suggested routes and their effects, then close or use the specifically offered route action. Weather Detour Option can offer Use Detour or Keep Editing. Selecting a proposed path changes a plan only after its acceptance action; compare the resulting geometry and performance afterward.

VFR Cloud & Terrain Feasibility presents the modeled conflict for review; Edit returns to correction, while Continue proceeds with the displayed advisory. Departure Weather Window can ask you to Recheck Before Departure. These prompts depend on forecast time, terrain and available observations and are not a complete briefing or permission to depart.

Alternates and diversions. Alternate Required / Choose Alternate asks you to choose an appropriate alternate. Decide Later leaves that decision unresolved. Alternate Needs Review identifies a remaining concern. Show Diversions opens available options; Fuel-Safe Diversions describes estimated fuel screening, not confirmation of current airport/runway/weather suitability. Dismiss closes the advisory without changing the hazard.

Tailwind and runway. Maximum Tailwind Exceeded, Tailwind Advisory and Departure Tailwind identify modeled wind/runway issues. Verify actual wind and the aircraft's limit before runway selection or departure. No Usable Runway rejects the affected airport/landing selection; OK/Close acknowledges the message rather than accepting the rejected choice.

Human factors. Rest recommended opens the rest advisory and Close dismisses it. Acknowledge Night Advisory dismisses the night-vision message. Rest/hunger choices in Risk and acknowledgement of these prompts do not establish personal fitness or night adaptation.

Work in progress and failure. Cancel Build cancels route calculation. Route Not Built, Route Not Saved, Fuel Not Saved and Saved Offline distinguish failed work from local work awaiting sync. Saving or Preparing is intermediate status; wait for the actual outcome and inspect the saved record. A tab check mark records access to a review step, not pilot approval or automatic acceptance.

Code verified: dialog roles and route/review status conventions. No modeled decision is an operational authorization.

Aircraft performance and procedure details

Equipment selectors record the aircraft's actual capability. The profile can offer VHF/VOR/ILS, DME, ADF, GNSS/GPS, WAAS/SBAS LPV, GBAS, RVSM, radio/datalink, RNAV/RNP and transponder/ADS-B choices. Select only supported approved equipment, navigation specifications and authorizations. These declarations do not install equipment, grant approval or replace published procedure requirements.

Add Station opens the loading-station editor. Enter Station name, Arm, Type and the applicable limits, then Save. Cancel abandons the edit. Passenger, baggage/cargo and fuel stations have different meanings; verify units, usable capacity and the aircraft's configuration. Review the stations and loading envelope after any import or change.

Fuel editor and modes. GPH and Hourly select the aircraft burn model; Hourly presents first, second and third-hour inputs. Aircraft Fuel opens the ticket for that aircraft, while Overview Fuel On Board sets the flight's actual available fuel. A fuel-ticket purchase is a separate record and does not physically measure remaining fuel.

PWB and performance progression. Complete PWB starts the flight's loading/performance completion. Edit Perf reopens completed performance. Save PWB & Continue saves valid loading and proceeds. Runway selects the actual departure runway. Complete Aircraft Performance calculates the available result; Confirm & Save accepts the reviewed performance. Back or Back to PWB returns for correction; Close/Cancel exits the current panel. Manual Weather > Use Manual Values accepts your entered OAT and altimeter when observed weather is unavailable. Review all units and limits first.

Procedure readiness. Procedure Charts Needed / Procedure Charts Missing identifies absent plates. Preparing route procedure charts and download progress are incomplete states. Download requests the offered chart data; Decline leaves it missing. Procedure Charts Out of Date requires currency review. Clear Procedure Charts? > Clear PDFs removes the indicated local cache. Plan enough time to restore plates before offline use.

Approach selection. Approaches opens available choices. View departure procedure and View arrival procedure display the selected published charts. Visual Approach selects the runway's visual guide; Unload Approach removes that selected approach context. APCH with a check mark indicates selection, not that the aircraft is established or cleared.

Minimums. Select Approach Minimums asks you to choose the appropriate published values. Skip leaves them unset; Minimums Not Set and Approach Minimums Unavailable describe missing information. CAT II/III Qualification Required can offer Open Settings for qualification declarations; a switch is not authorization. Approach NOTAM Review and NOTAM Raises Approach Minimums need review of the full notice and plate; Acknowledge only dismisses the message.

Sharing and external forms. Share Flight Report and Copy / Share open deliberate system exports. Open NASA Form opens the external form; saved private drafts are not submissions. Choose the intended recipient/application and review sensitive details before completing any share.

Code verified: conditional editors, declarations, performance completion and procedure controls. Imports, minimums and hardware warning success remain subject to actual data and pilot verification.

Notices missing inputs and display labels

Notifications / Unread Notifications opens the available app notice list. Read the items, then Close. Closing that list does not repair an offline data or source problem. Dismiss airspace contact advisory, Close NOTAM detail, Close enroute NOTAMs and Close temporary flight restriction details close their named panels; the underlying airspace/restriction remains.

Mark Safety Event requires Safety Vault enabled and an available position. Enter an optional short note and tap **Mark** to record the private marker; Cancel abandons it. If position or settings are unavailable, the status explains why no marker was recorded. Review the resulting event afterward.

Approach Weather Hold Suggested can offer **Keep Current Approach** and **Diversion Options**. Keeping the approach leaves the planned approach in place; it does not resolve modeled weather. Diversion Options opens alternatives for review. Independently verify weather, fuel, runway and published procedures before accepting any candidate. **Planned Class B Penetration > Review Route** returns to route review; dismissal does not provide airspace clearance.

Missing inputs. Aircraft Required and No Aircraft Profiles require a correct saved profile. Climb Performance Required needs verified aircraft performance. Departure Weather Required may offer pilot-entered weather and **Use Values**; supply actual reliable values and units. Departure Required, Destination Required / Destination Not Set and Route Endpoints Required require resolved airport/route context. PPOS / Present Position refers to the current usable observation; it is not an airport field elevation or a substitute for a known fix.

Performance errors. PWB Incomplete, W&B Outside Limits, Runway Required, Takeoff Distance Exceeded, Performance Incomplete, PWB Not Saved and Manual Weather Not Saved each identify an unmet check or unsuccessful save. Return to the corresponding loading, runway or weather inputs; correct them and recompute. Aircraft Performance Complete means the app completed that calculation, not operational certification.

Data and sync messages. FAA Data Update Needed, NASR unavailable, Terrain Data Unavailable, Taxiway Data Unavailable and Procedure Chart Update Failed identify missing/unusable data. Terrain Check In Progress and Loading Approach are incomplete states. **Sign In To Sync** asks for account access; **Sign In** opens the sign-in workflow and **Later** defers it. Deferred sync is not server acknowledgement. Groundspeed performance unavailable and Route distance unavailable mean the corresponding metric cannot be computed, not a zero result.

Display labels. JOIN BASE, JOIN FINAL, TO FINAL and JOIN 45 describe computed traffic-pattern segments. TOD marks modeled top of descent; Base -300 and Final mark the modeled pattern altitude/path context. RUNWAY TRACK, GROUNDSPEED and VERTICAL SPEED describe practice measurements; compare units, sample quality and the actual runway. Airport elevation and Density altitude have different meanings. None of these labels commands a maneuver or proves safe joining/descent.

Weather observation gauges display Wind, Visibility, Cloud Cover, Temp / Dewpoint and Altimeter for the identified observation. Review the station and observation time. **Close weather observations** returns to the previous screen. A failed observation request or missing gauge value is not clear weather.

Code verified: specific control roles, missing-input statuses and displayed metrics. Common acknowledgement controls dismiss the message; the actual resolution is the corrected input, data, source or verified external information.