

Jeppesen Mobile Charts for VFR Pilots

BY J. MAC MCCLELLAN

JEPPESEN IS RIGHTLY known as the global leader in aeronautical charting and data. I doubt there is a major airline or corporate flight department that doesn't use Jepp charts and electronic data for its navigation systems. And many GA pilots who fly IFR also depend on Jepp data because nearly all IFR approved databases come from the company.

But what about VFR pilots? Does Jepp care? The answer is yes, and Jepp proved it when it rolled out its new Mobile FliteDeck VFR iPad app at Oshkosh this summer.

Okay, it's from Jeppesen, so the FliteDeck VFR must be expensive, right? Wrong. The annual subscription and the app, which you download from Apple's App Store like any other app, costs \$49. And that includes all VFR charts for the 48 states including en route and terminal, plus airport information, weather, flight planning, and geo-reference display of your position in flight.

Jepp Mobile FliteDeck VFR replaces the need for any paper chart. The app operates on iPad 2 or newer, and the iPad Mini. For the in-flight functions to operate properly you need a 3G-enabled iPad because it has a built-in GPS receiver.

Jeppesen has been developing electronic navigation displays for many years. The initial effort was to create software that could "draw" the chart that was then printed on paper. When capable displays began to move into the cockpit, Jepp devised programs that could display charts on those devices. When the iPad came along, Jepp was far down the road in creating chart display techniques that could use that new capability that has become so popular among pilots in all types of airplanes.

The key to the readability and usefulness of Jepp Mobile FliteDeck—first for IFR and now VFR—is that the system stores data, not charts. Instead of displaying an electronic image of a paper chart, Mobile FliteDeck "draws" a chart to suit every scale and every point of interest.

That means you seamlessly move from a larger scale en route view to a terminal view to a detailed view of the airport and even traffic pattern without losing any resolution of detail in the view. Because each view you select with the usual iPad touch-screen taps and finger zoom and pan is "drawn" to suit that scale, Jepp can also adjust the amount of data shown so clutter is eliminated.

Jepp uses symbols that are familiar for any pilot who has used sectional and terminal charts, but is not stuck with those symbols the way a program that shows an electronic view of those charts can be. Jepp has created custom chart symbols that make sense at a glance, symbols that were not workable in the paper chart era. Mobile FliteDeck VFR can add more symbols as you zoom in, but show only the most critical as you zoom out.

The Jepp app performs all of the flight planning, route storage, weather collection and display, pilot and aircraft profiles, and so on



that you expect from any quality aviation app. The functions are easy to understand, and the removal of clutter is obvious on every function.

Jepp is so rightly known for its IFR approach charts and data you may be surprised to learn that the company also cares about and has expert knowledge of VFR flying. But GA flying under both IFR and VFR actually starts at the top with President Mark Van Tine, who flies a variety of airplanes, including homebuilts. Mark flew the GlaStar Sportsman that was built by Build A Plane high school teams from the Glasair Aviation facility in Washington to Oshkosh for the show this past summer. Mark called it "the best flying day of my entire career" and, of course, it was flown VFR.

Jepp offers a free 30-day trial of Mobile FliteDeck VFR. Any data you enter during the free trial is stored and will be available if you buy the annual subscription. To get the free trial or buy the subscription, go to www.Jeppesen.com. **EAA**