Jeppesen Mobile FliteDeck 2.6
Frequently Asked Questions

Introduction
Why choose Jeppesen?

Q – Why choose Jeppesen for mobile navigation?

A- We work closely with the entire aviation industry, from private pilots, to business jet operators, military operations and airlines to deliver solutions that help streamline access to information, lessen pilot workload, and reduce fuel consumption and to improve and adhere to flight safety standards.

We are supporting the wide-scale adoption of mobile devices currently underway in aviation, by providing industry-leading mobile apps such as Mobile FliteDeck. Our solutions help airlines, militaries, business aviation operators and general aviation pilots simplify the transition from paper to digital flight materials. Our mobile solutions don’t stop with “the app”. Jeppesen’s mobile navigation solutions include high quality charting, global NavData, and for commercial use include data and device management, professional services, training, regulatory support and more.

For pilots, Jeppesen charting has been trusted for over 80 years. Pilots can rely on Jeppesen solutions, like Mobile FliteDeck, to help them navigate safely, increase their situational awareness, and help them enjoy the process.

Q – How can pilots benefit from Mobile FliteDeck?

A – Jeppesen provides trusted navigation information that is developed from our comprehensive database of current flight information that is collected on a global scale. We provide all of the navigation and operations information pilots need for flight, from pre-flight tasks, to takeoff, enroute flying, landing and taxiing at the destination airport. Our flight information is data-driven, meaning the data displayed on the pilot’s device is in real-time and is interactive, allowing pilots to display the right information at the right time, per their preferences. Mobile FliteDeck provides access to Jeppesen’s global library of aeronautical data including enroute and terminal charts, change notices and text. Mobile FliteDeck increases situational awareness through faster, real-time access to information.

Jeppesen Mobile FliteDeck is easy to learn and use, and is designed for use on the ground or in the cockpit. It is currently available on the iOS platforms for general aviation IFR pilots.

Q: How do I get Jeppesen Mobile FliteDeck?

A: Jeppesen Mobile FliteDeck is available for download from the Apple App Store. Initially, it is available for iPad, although Jeppesen is actively evaluating other tablet and mobile devices based on customer demand.

Q: How much will it cost?

A: The App will be available for consumers with a Jeppesen Navigation Services subscription at no additional charge. Coverage areas vary. Please visit www.jeppesen.com for more information.
Q. Can Jeppesen Mobile FliteDeck be used throughout all phases of flight?

A: It may be used in all phases of flight with proper authorization for a given operator. Please reference FAA Order 8900.1, AC 120-76C, and applicable FAR Part 91 elements. Regulators may differ by CAA.

Q: Is Mobile FliteDeck available for all market segments?

A: Jeppesen Mobile FliteDeck is designed primarily for business and general aviation customers who fly IFR. FliteDeck Pro for either the iOS or Microsoft Windows platforms is also available for Commercial and Military customers.

Q: What was the development methodology – why was Mobile FliteDeck built, particularly with the data-driven enroute function? What is the market demand?

A: Customer demand for a digital replacement of paper navigation charts has been strong throughout all markets and regions for the world for years. With Jeppesen’s design philosophy around a data-driven enroute experience, our customers now have an interactive paper replacement enroute solution that is fast, and configurable to show only the data required for each phase of flight. Alternative solutions in the marketplace simply display digital version of paper charts “stitched together” which do not all the pilot to filter data or change the presentation of the enroute data like the Jeppesen solution which is a remarkable difference in methodology and design.

Q: How is data-driven better/different from stitched together charts?

A: In addition to the answer above, the technology of “stitched together digital paper” has a number of limitations as follows:

1. Edge matching. Imagine taping a number of charts together at the edges, and “warping” them into a single map projection. This creates a number of problems along the edges such as airways matching, labels and symbols getting truncated or repeated, etc.
2. Usability/readability. Since digital paper is pre-compose at a fixed scale, there is no ability to change font size or to filter content according to zoom. So at most zoom levels, it is not possible to read the chart or use the content effectively.
3. Limited to north-up. Digital paper is a fixed image, so it is not possible to support a “track-up” moving map presentation since labels would rotate sideways and upside down, making it unusable.

Capabilities

Q: What is included with the new release of Mobile FliteDeck?

A: Jeppesen Mobile FliteDeck was developed based on customer requests. Mobile FliteDeck includes the following functionality, and more:

- Data-driven and interactive enroute display
- Jeppesen text and graphical weather including NEXRAD
- Distance measuring
- Automatic switch to the airport diagram upon landing (speed based)
- Save flights
- Night theme and highlighting
- User-centered framework redesign for chart selection, designed by pilots, for pilots
- In-App Chart Rotation
- Own-ship position on all terminal procedures
- Integration with Aspen Avionics Connected Panel TM
- Display of your aircraft position on enroute display and airport diagrams
- Standard Airway Manual text
- Arrival, departure and approach procedures including Chart Change Notices (terminal and enroute)
- Full-color, high-quality, vector-based data with amazing details and zoom capabilities
- Route planning with rubber banding functionality
- Ability to add user waypoints
- Printing capability for terminal charts

Q: What new features are introduced with Mobile FliteDeck V2.6?
A: New to Mobile FliteDeck Pro v2.6:
  - Redesigned and improved user experience for iOS 7
  - SIDs and STARs rendered on the enroute map
  - Update screen display improved for data currency
  - Enhanced access to information: Flight Information Drawer, enroute search, Display of CTA DME Step Values for Australia and New Zealand
  - Named User Waypoints
  - Ability to share flight information between apps and devices

Pricing Information

Q: How much does Mobile FliteDeck cost?
A: The App is available to consumers at no additional charge with a JeppView or NavSuite data subscription. Customers may use one of their four JeppView site keys for this application. Note: Express Coverage options are available for JeppView subscriptions, providing low-cost options for customers

Roadmap

Q - Is Jeppesen working on new mobile solutions/applications/functionality?
A - Yes, we have a number of new development efforts underway, some of which are not at the announcement stage. Our future includes solutions that take integrated data-driven technology to a new level. In essence, the Apps become less obvious (better human factors, cleaner interfaces, lower workload, and more transparent feature access). Instead they focus the user on filtered, context-appropriate blended information for the need they have at the time. The app gets more and more out of the way, yielding to more efficient access to, management of, and decision making from valuable information.

Technical Information

Q: Will using the App affect my site keys / site key allocation?
A: Using the App will require a site key. Users may release a site key from another application or purchase an additional site key.

Q: What are the prerequisites?
A: The user is required to have an iPad and a Jeppesen electronic chart subscription with an available site key. iPad® 2 and iPad® (3rd generation) or later are highly recommended.

Q: How will the data be updated?
A: The terminal charts will be updated every two weeks and the enroute data will be updated every 28 days. Terrain and cultural data will be downloaded with the application and will update only when the application updates.

Q: Will the application have a “Demo” mode?
Q: How do I release my site key in Jeppesen Mobile TC so that I can apply it to Jeppesen Mobile FliteDeck?

A: To release your Jeppesen Mobile TC site key, go to “Global Settings” and tap on the JeppFD application. Then tap on “deactivate” and re-enter the application. When prompted, tap “Proceed.”

Q: Is the default GPS connection be internal or external?

A: No switch is planned between “internal” or “external” GPS signals. The device will take the signal of higher resolution.

Q: Can you view the raw GPS data for troubleshooting purposes?

A: An individual will not be able to access this information on their iPad without additional software / hardware.

Q: Is there a warning screen or pop up telling the user that they are using the internal non-aviation grade GPS?

A: No. Proper GPS is the responsibility of the user. Own ship will not be displayed with an insufficient signal. The minimum GPS resolution must be at least 15 meters.

Q: Which kind of document format is used in iPad?

A: Jeppesen is supporting PDF at this time and will eventually support ePub formats as well.

Q: Which kind of security measure does Jeppesen take for iPad data distribution?

A: Jeppesen requires users to authorize the device during initial activation and then the data is streamed to the device via secure transport protocols.

Q: Where do I find end panel notes, ball flags and floating notes that are part of my paper enroute chart?

A: “Ball flagged” notes on the pre-composed paper charts are referenced as “Operational Notes”. “Floating” notes on pre-composed paper charts are referenced as “Regional Notes”. And “end panel” notes on pre-composed paper charts are referenced as “Reference Notes”.

Q: How much space do the Jeppesen Apps take on iPad?

A: Jeppesen Mobile FliteDeck with worldwide coverage requires approximately 2 GB of memory. This is dependent primarily on your terminal charting coverage area.