DIGITAL BRIEFING

JEPPESEN ELECTRONIC CHART CLINIC
EIGHTH IN A SERIES

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Filing revisions . . . and more revisions . . . and more revisions. As a full-time instrument flight instructor for years, filing revisions was the last thing on the list of priorities to be accomplished. After the revisions pile became higher than comfortable, watching football on Sunday afternoon became a two-pronged task—file those revisions while keeping an eye on the game.

A few weeks ago while filing a complete *worldwide* set of approach charts, SIDs, STARs, airport diagrams, etc., the revisions took about 35 seconds. Actually, as I sat there and waited for the revision process to complete itself, I was complaining internally about how long it was taking. Then, suddenly, I realized I was complaining about a mere 35 seconds, and that the same process with paper charts would have taken hours instead of seconds.

More than a "Dumb Page Turner"

Electronic charts, however, should do more than just replicate paper. Even though the reduction in revision filing time alone seems worth it, other features that take advantage of the many benefits offered by electronic media are also available.

But first, the format of the charts. All Jeppesen charts are produced by computer graphics, and have been since 1982. They are generated from a worldwide aeronautical database, the same as used in airborne avionics. When they are completed, they go through a process wherein the same files are routed in two directions. Files are converted to raster format and sent to the printer, and also sent in vector format to the master file for JeppView.

Why do you want to know this? If you have both a paper and JeppView subscription, all the charts are the same. The charts you print from JeppView will be identical to those published in your paper subscription.

When JeppView First Starts

When your JeppView application is first opened, the screen shows a view of your coverage area. Little white dots represent the location of every IFR airport in your coverage. In addition, the JeppView disc in your drive is coded with four digits separated by a hyphen. There are 26 JeppView discs issued each year (one every 14 days), and the discs are numbered according to the disc number followed by the year in two digits. The current disc at the time of this writing is 20-02, or the 20th disc of 2002. If your disc is out of date, a message will be displayed that lets you make the decision as to whether you use the out-of-date disc for a couple of weeks.

When you respond to "Continue," the next display shows the list of cities and five columns labeled: ICAO, IATA, Airport Name, City Name, and State. To find an airport, you can type in any of the types of information indicated by the titles of the columns. As an example, you can type in KLAS, the ICAO identifier for Mc Carran Field in Las Vegas, NV; you can type in LAS, the IATA identifier; you can type in Las Vegas; you can type in Mc Carran; or you can type in NV. The search engine allows many different ways to access an airport, but, of course, all search engines work best when given unique information to search with. Typically, using the ICAO identifier produces the best results.
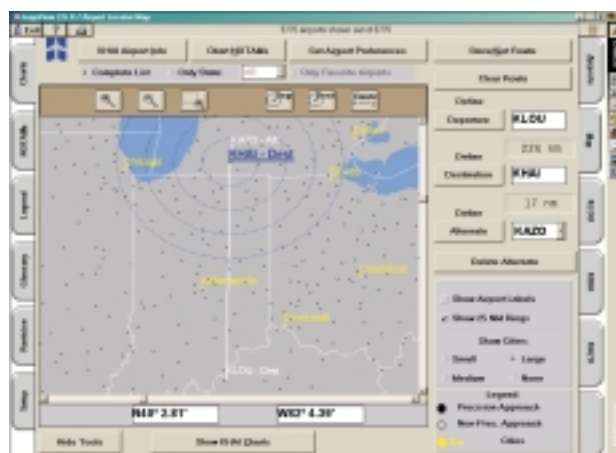
Also, you don't always need all of the letters when searching for something. As an example, you can key in MC CAR and it will find KLAS and only one other airport. From there, you then press the listing for Las Vegas and the list of procedures for "Vegas" shows up.

By touching each column label, it causes the list to be displayed alphabetically by the specific label you just touched. This is helpful if you want to see all the airports for one city, for instance.

If you want to see only those airports for a given state (or country), two buttons at the top of the screen allow you to choose "Complete List" or "Only State:" so only the charts for the selected state appear in the list of available cities. This is helpful if you know you will need fuel about the time you cross over the state of Arkansas, and the list of available airports is much shorter than your entire subscription coverage.

Tabs for Airports in Flight Plan

Let's take a flight from Bowman Field in Louisville, Kentucky, to the Haines Airport in Three Rivers, Michigan. Since Bowman Field is the departure airport, you can touch the listing and drag it over to the window next to the word Departure, and the airport identifier KLOU appears on the Departure Tab on the right side of the screen. Next, drag the Three Rivers airport listing to the window next to the Destination window, and the letters KHAI show up on the Destination Tab and the great circle distance of 224 nautical miles appears between the two locations. The illustration shows the airport identifiers as they appear on the tabs.

To easily find an alternate, touch the Map Tab. When the map appears, use the right mouse button to select the area you would like to review for possible alternates. To aid in your selection of an alternate, check the "Show 25 NM Rings" box, and distance rings will be shown at 25-mile intervals.

For demonstration purposes, let's select KAZO, Kalamazoo, Michigan, since it has an ILS approach and is within the first 25 NM ring. Now, touch the KAZO identifier and drag it into the Alternate Airport box, and the letters KAZO appear on the Alternate Tab. In addition, the distance between your destination and alternate, 17 nautical miles, is shown, displaying distance by great circle route.

When you make the flight from Louisville to Three Rivers, the locations will still be under the Departure, Destination, and Alternate Tabs respectively. Just before departure, touch the Departure Tab (KLOU), and the listing for the Bowman Field airport appears. From that point, you can touch the airport chart and any others you need for take off and departure from Louisville.

In the next article, we will continue discussing JeppView. ❖

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