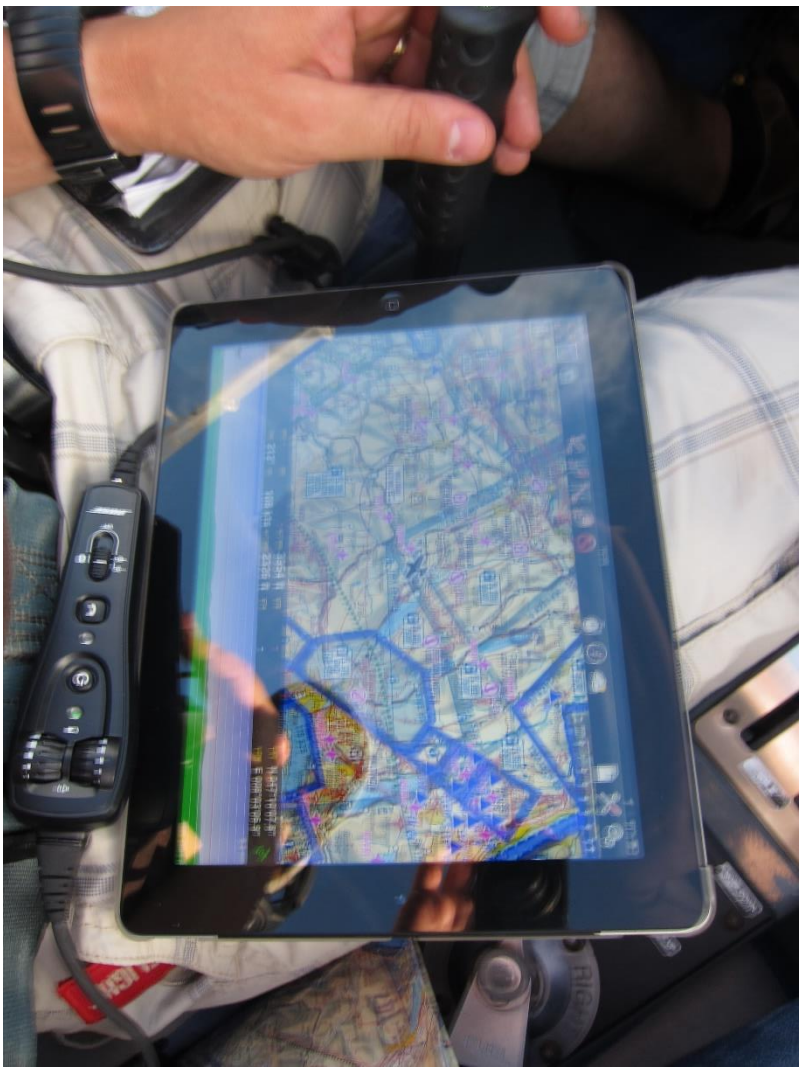
1) Tablets and phones
    a. Models
        i. Apple, Android, Windows
        ii. GPS
        iii. ADS-B
    b. Handling
        i. Knee handle, RAM mount, suction cup
        ii. Overheating
        iii. Battery life
        iv. Cable management
        v. Polarized glasses
        vi. Shared usage
2) Legal
    a. FAA
    b. EASA
3) Applications
    a. Weather
        i. AeroWeather
        ii. AeroPlus Weather
        iii. Nav apps
    b. Documentation/utils
        i. CH VFR Manual
        ii. Sporty's E6B
        iii. Gyronimo E6B, performance
        iv. iVAC – france
        v. eIAIP
        vi. Charts in .pdf
        vii. Charts in AirnavPro, Jeppesen
    c. Navigation
        i. Airnav Pro
        ii. Jeppesen VFR
        iii. Jeppesen TC/FD
        iv. ForeFlight Mobile, Garmin Pilot, WingX, myWingMap
        v. SkyDaemon
    d. Fun
        i. FlightRadar24
        ii. AirSupremacy
        iii. FlightControl

Apple: all iOS. Android, Windows – never used, should be same-ish from what I've seen. Matter of personal preference and what's available already in existing environment at home/at work



GPS. So far from my experience in Apple works fine. However, depending on setup inside ACFT, how old is the model of a tablet might be a good idea to purchase external GPS receiver wired, Bluetooth or plugged-in like "Bad Elf GPS":

Plenty of them: http://www.sportys.com/PilotShop/category/1153 (for Apple connector or via Bluetooth. Be careful, for example, Apple devices work only with Apple-approved external Bluetooth GPS receivers). ADS-B (Automatic

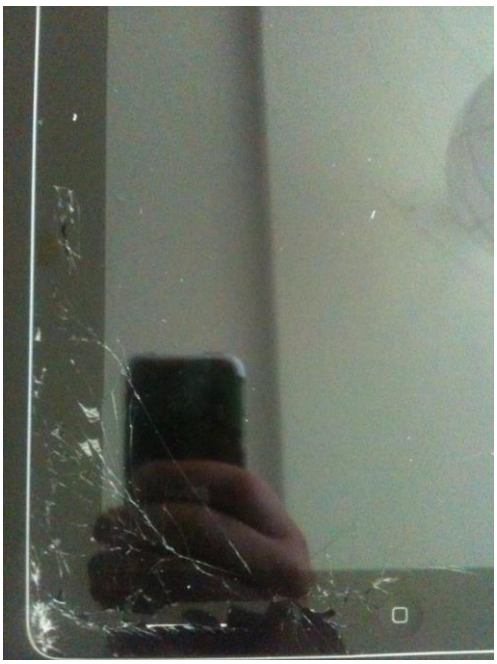
dependent surveillance-broadcast: traffic, weather, terrain, Traffic Information Service-Broadcasts (NOTAMs) not of big importance for Europe for small aircrafts at the moment), however for US may be useful to look into the technology and available receivers (starting from 600$).

Handling of the device inside acft depends on your personal preferences. I use RAM mount http://www.rammount.com/ . Example from their website:

(Same in cars, basically)

With a knee pad. I had not the best experience.

Additional glare from plastic, knee already used for other papers, blocks controls, harder to connect battery. And be careful (fell from AT01 wing, caused 300CHF shortage):



In HB-CEO

In HB-SFS:

Note the additional protective piece of plastic to prevent cockpit scratching. It looks as it blocks quite some view, but in real life in only blocks if the passenger at left is a short kid. It's more of a question of getting into acft and not breaking the handles or ripping of cables. Even though there are no cables on these pictures, there may be: a) external wired GPS, b) additional battery. Battery life is an "open question". GPS and "screen on" (full on due to bright environment) can significantly increase battery usage. I always keep additional external battery and had to use it at least once (in acft):

Battery life also depends on external temperature. Not only battery life. At least iPad 3 has temperature gauge and in case of overheating, it shuts down. In the setup as above it was possible to cool it down pointing vent onto the back of iPad and placing ICAO chart on top. Otherwise, the device was shutting down in next 5 minutes.

This subject brings to the next topic: legal issues. Even though tables are extremely comfortable and even during the exam it was allowed as “best use of equipment” iPad’s, Android tablets, Windows tables are not real “aviation-grade” equipment.

US: http://www.faa.gov/other_visit/aviation_industry/airline_operators/airline_safety/info/all_infos/media/2011/InFO11011.pdf

, http://ipadpilotnews.com/2012/06/ipad-legal-briefing-for-pilots-updated-with-new-ac-120-76b/

, http://ipadpilotnews.com/2013/09/ipad-legal-briefing-for-pilots/?utm_source=feedly

EASA: http://www.easa.europa.eu/certification/experts/docs/oeb-reports/efb/Jeppesen_FD_Pro_iOS&TC_Pro_iOS_EFB_Sw-Final.pdf and http://ww1.jeppesen.com/company/newsroom/articles.jsp?newsURL=news/newsroom/2012/EASA_iPadEFB_evaluation_NR.jsp

Conclusion: tablets cannot yet be “the only” source of navigation data. My suggestion: event though it is possible to commence a flight using a tablet only for navigation, approach, etc (and people do that), be prepared for a table to die at any moment. This is over exaggeration, but leaves quite some safety margin.

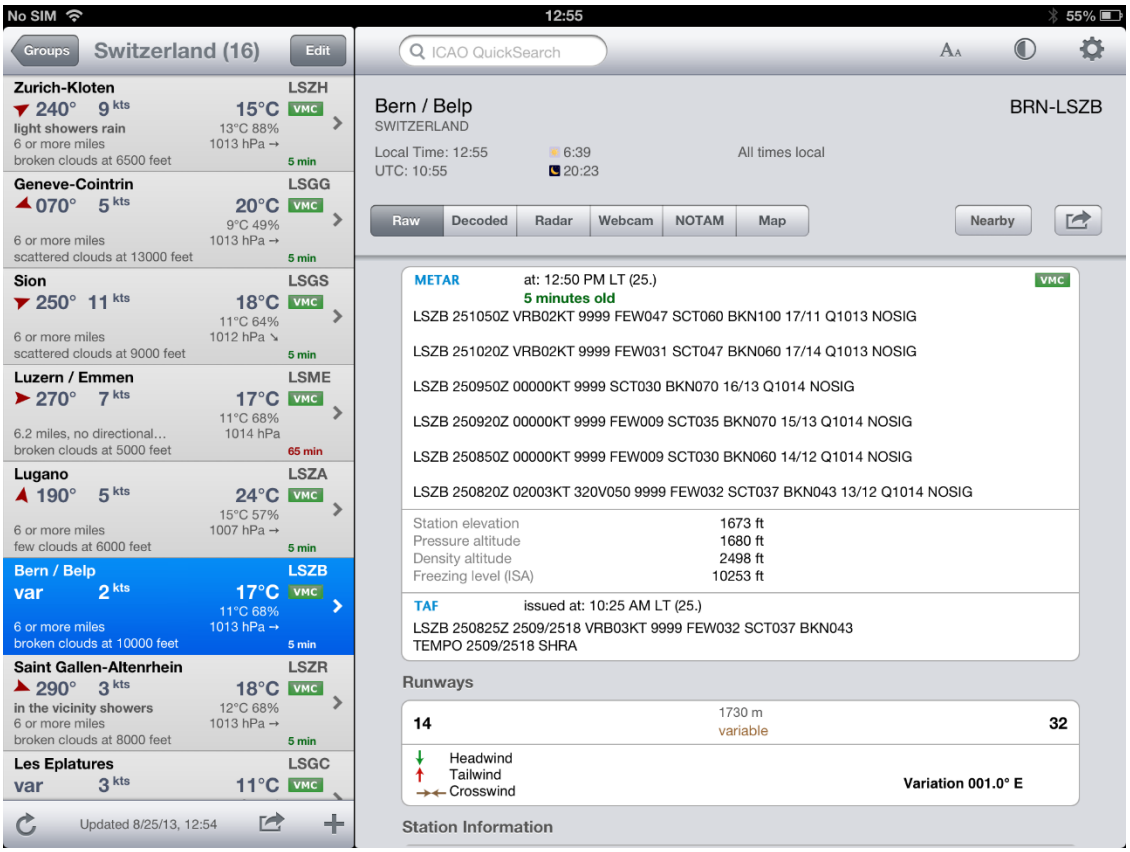
The applications.

To prepare a flight one needs to check for METAR’s, TAF’s, NOTAM’s, (DAB, etc). First of all, this is possible to use just via internet, logging into usual AMIE system. I will not comment on this – this is usual Skyguide https://www.homebriefing.com/ . As the result you get a .pdf which we’re usually printing using AMIE machines.

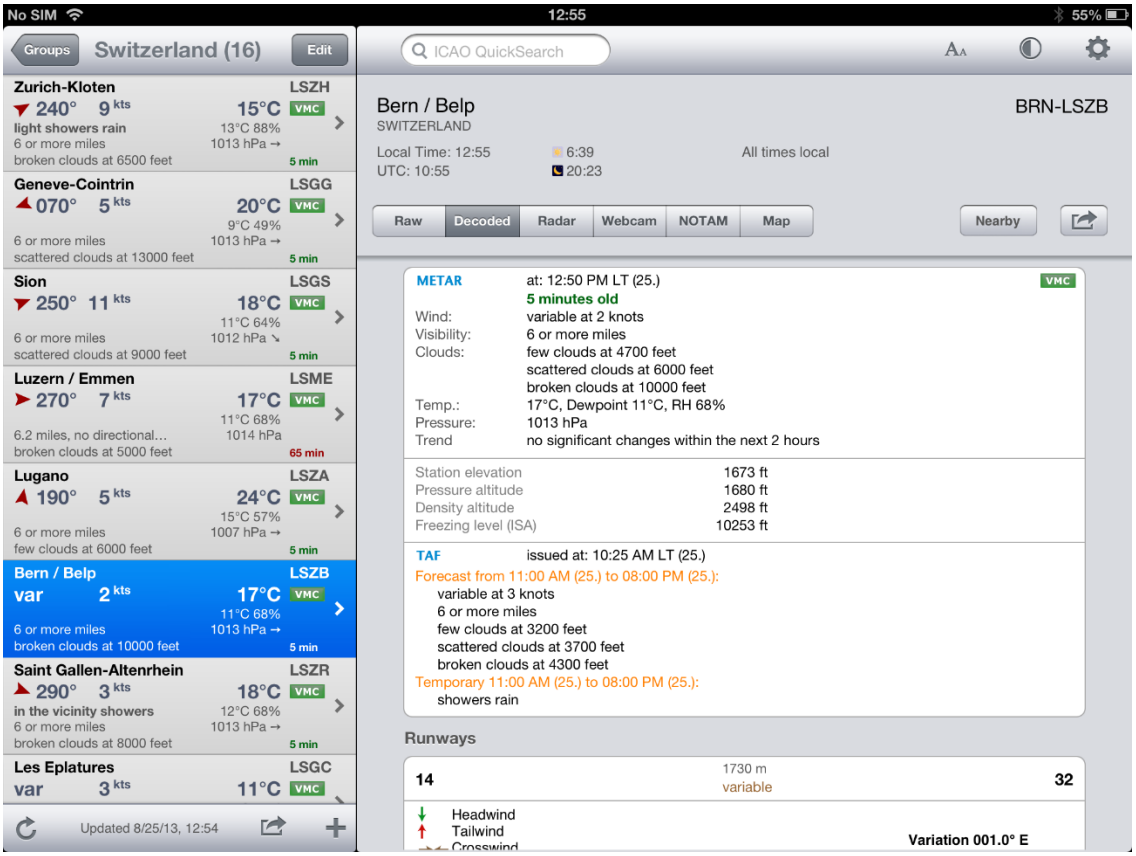
Checking weather. There are plenty of applications, I tried AeroWeather Pro (Swiss made) http://www.aeroweather.ch/ . It exists for iOS (iPad and iPhone) and Android platforms. When you start application, first of all you setup the ADs you’re interested in. Search for AD either by ICAO, IATA or name.

Example of iPad with AeroWeatherPro and viewing LSZB:

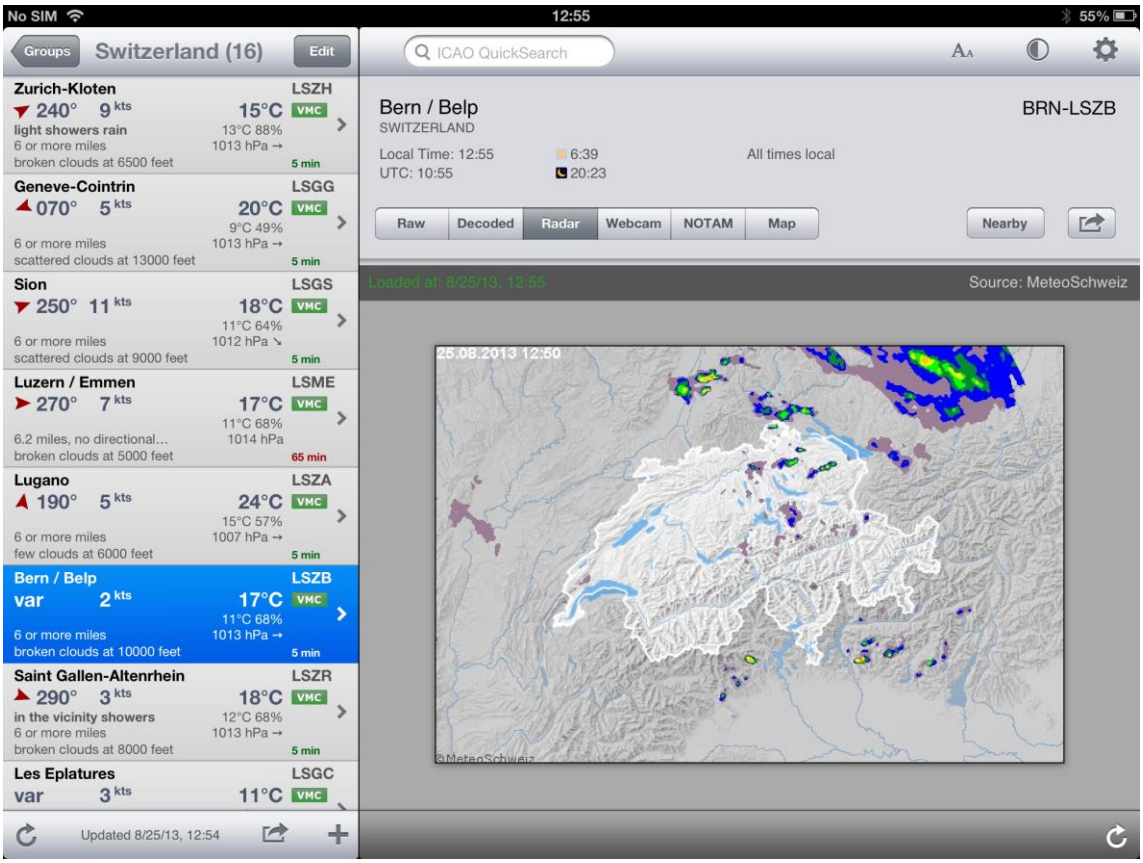
RAW METAR's and TAF's, Sunrise, Sunset, etc:



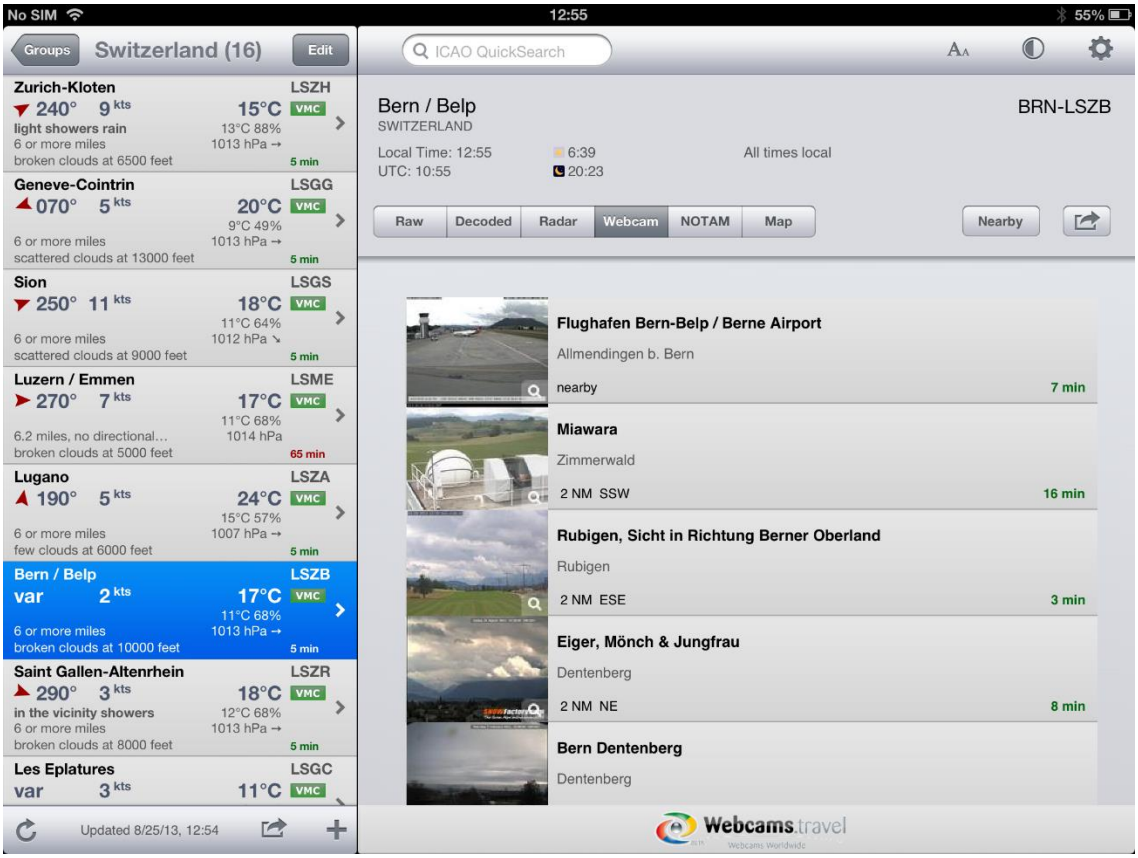
Decoded METAR's, TAF's:



Our favorite “Rarad bild” by Meteoschweiz (not for all countries):

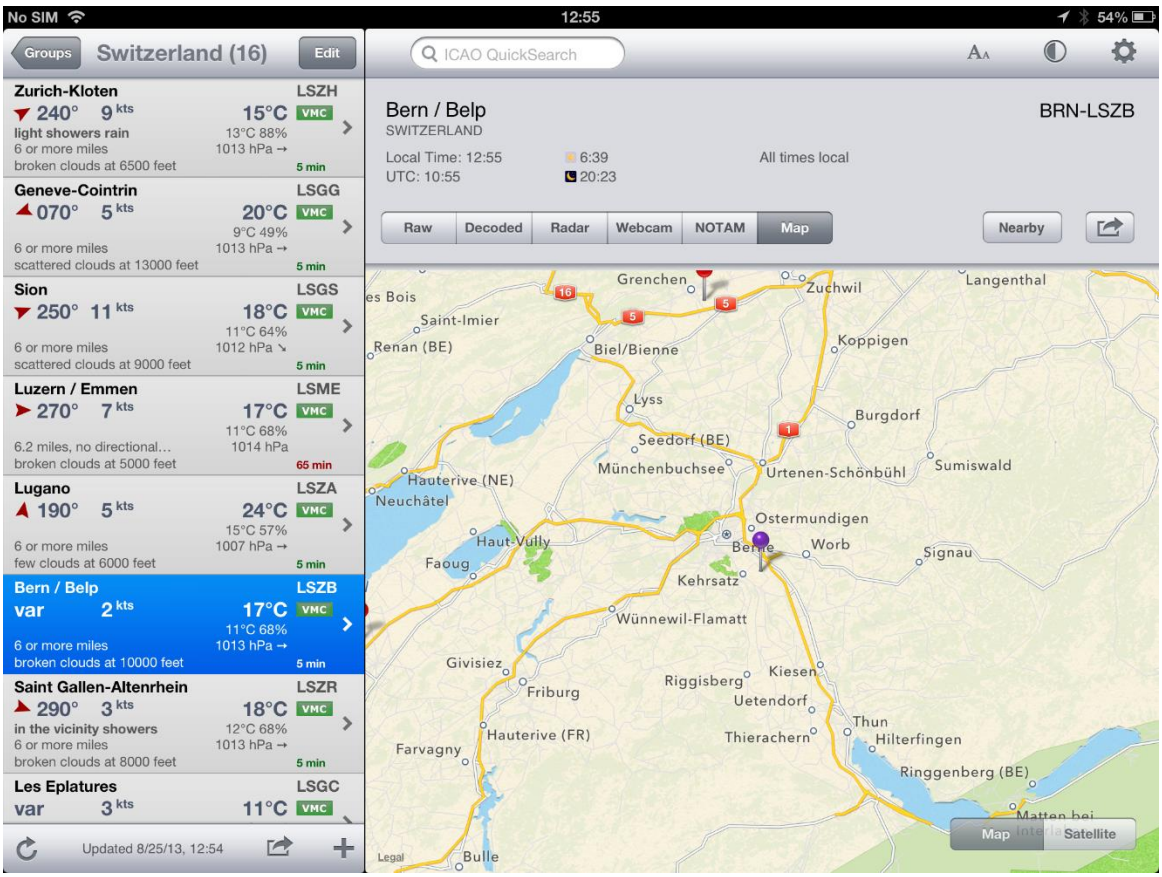


Webcams:



Also quite useful: NOTAM's right in application

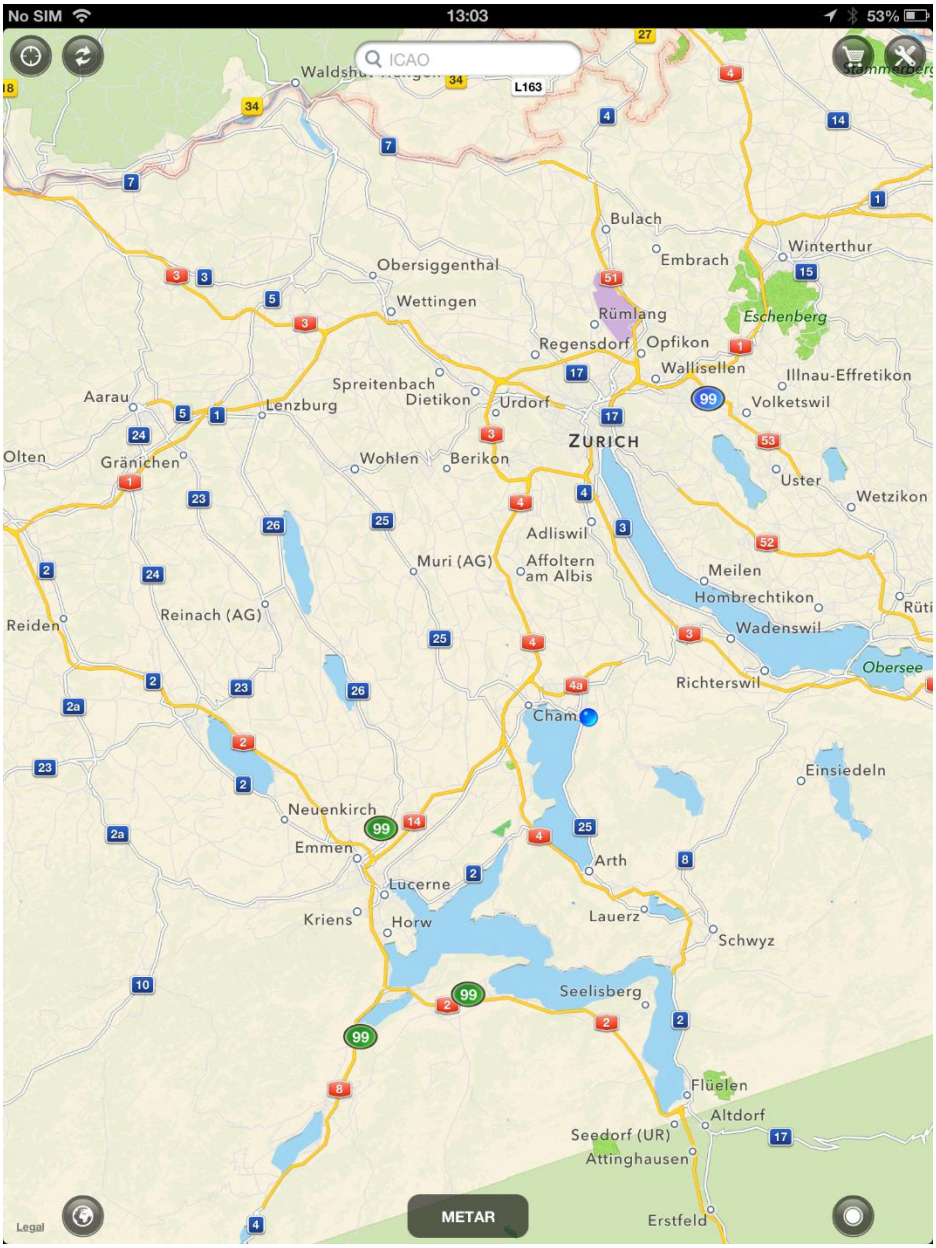
Show on map – useful to locate other near-by ADs



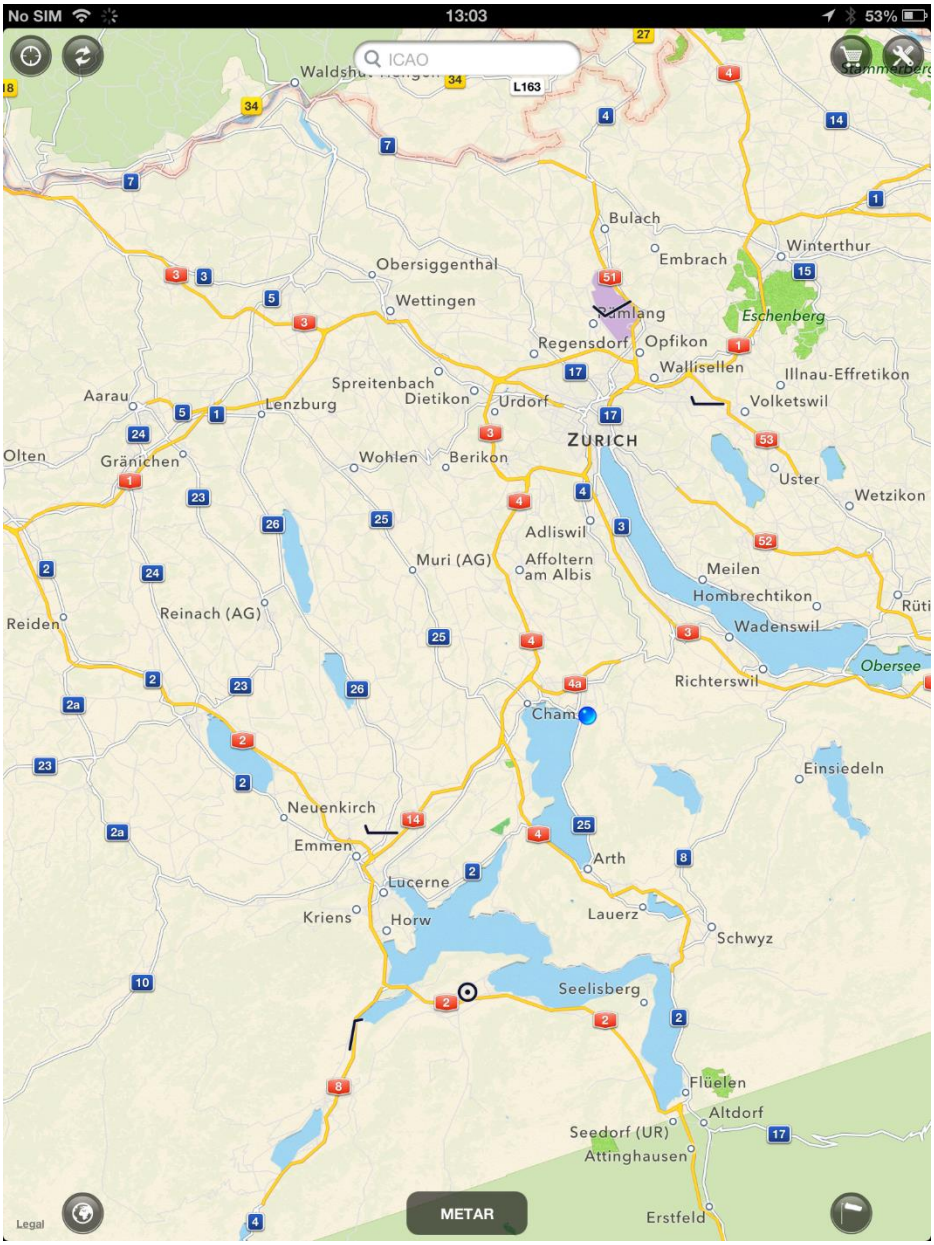
There are two versions of AeroWeather: Pro (3.99$) and Lite(Free)

Some examples of additional features Pro version provides: displays webcams nearby airfields (provided by www.webcams.travel), NOTAM (provided by FAA), incl. print and mail, runway data, moon data, e-mail & printing of TAFs and METARs. So far the best from WX apps I used. Another example is AeroPlus Weather. Displays information on map:

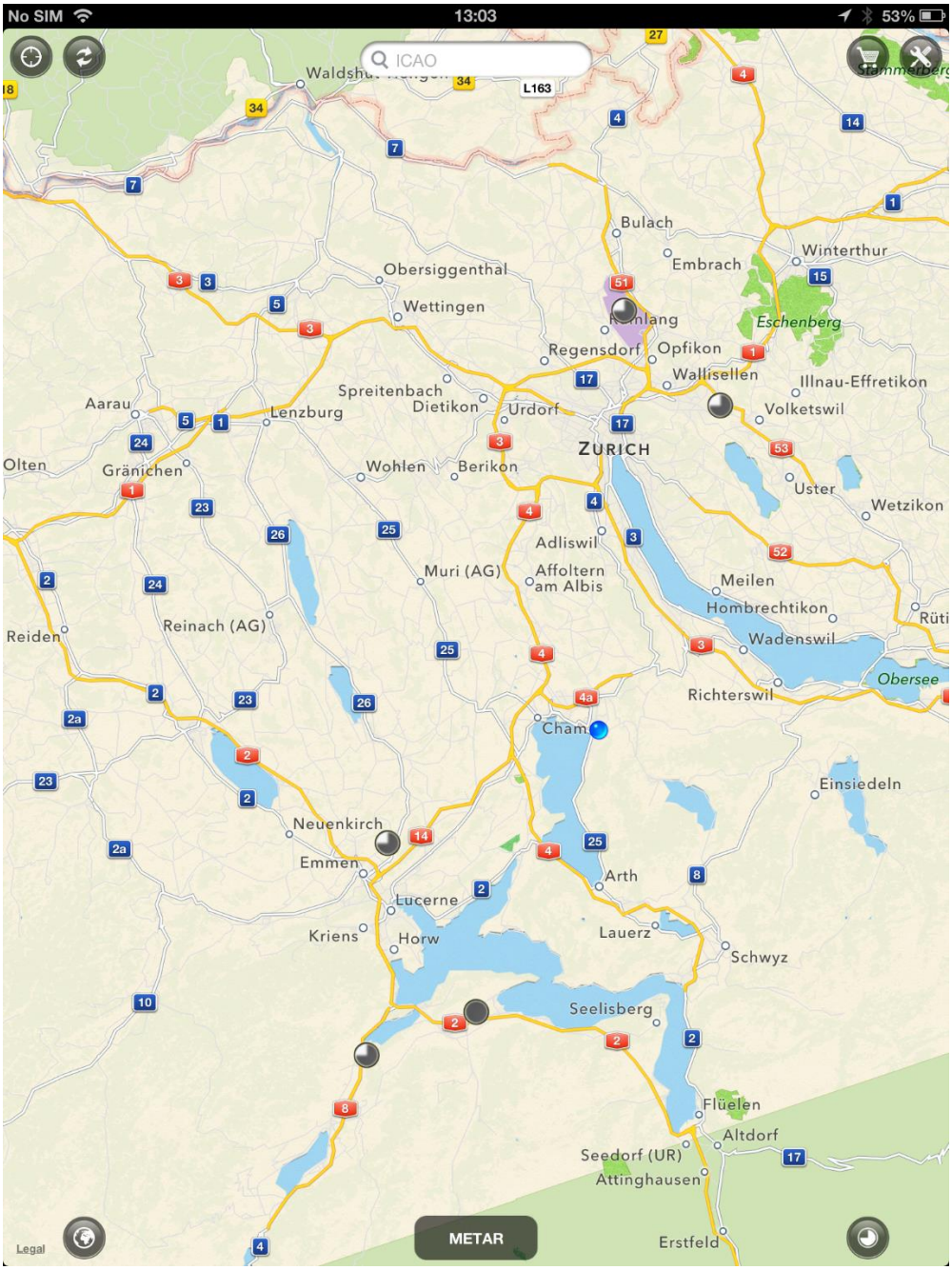
VMC/IMC, visibility:



Surface wind direction:



Clouds octals:


No SIM
13:03
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ICAO
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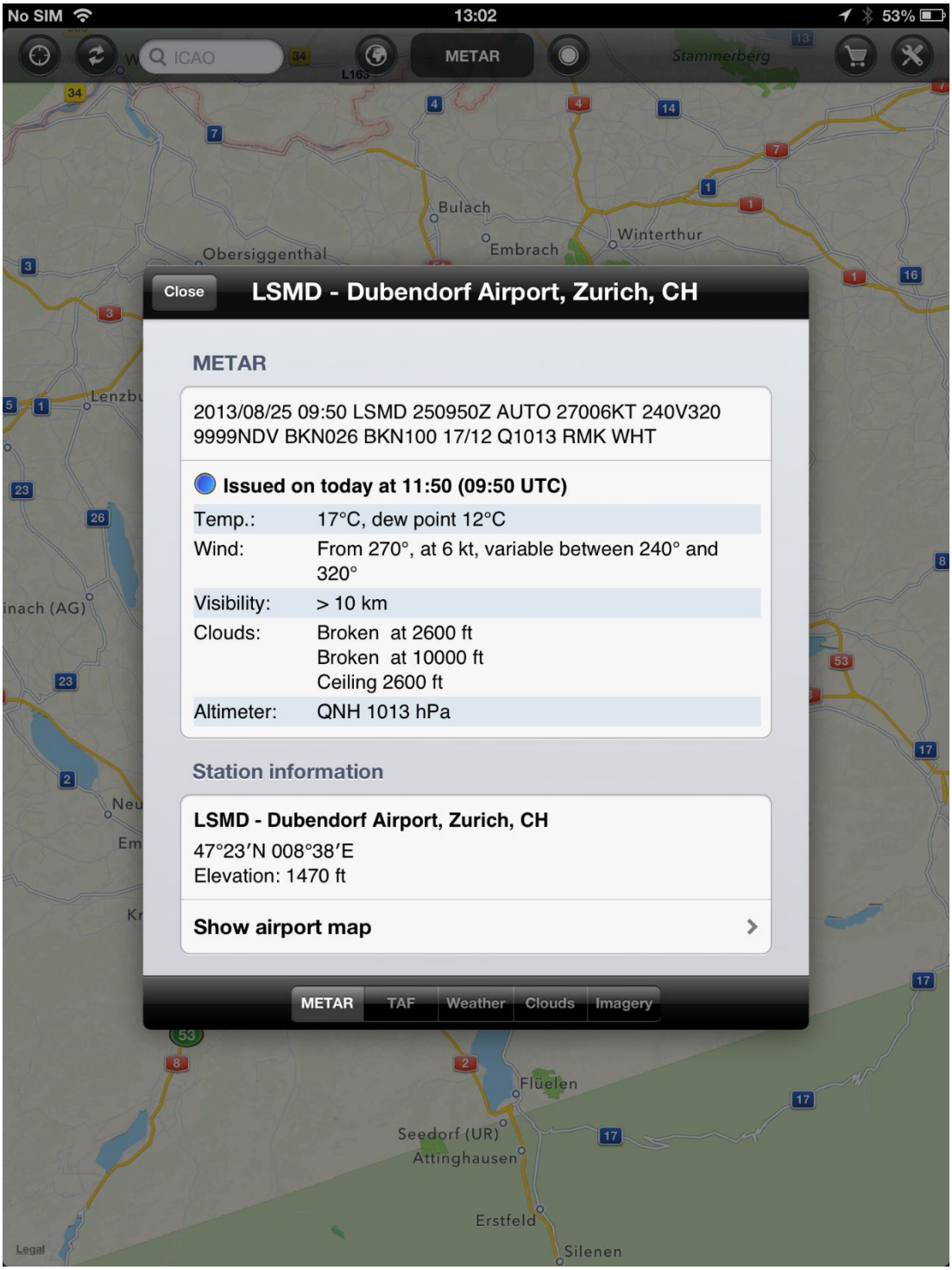
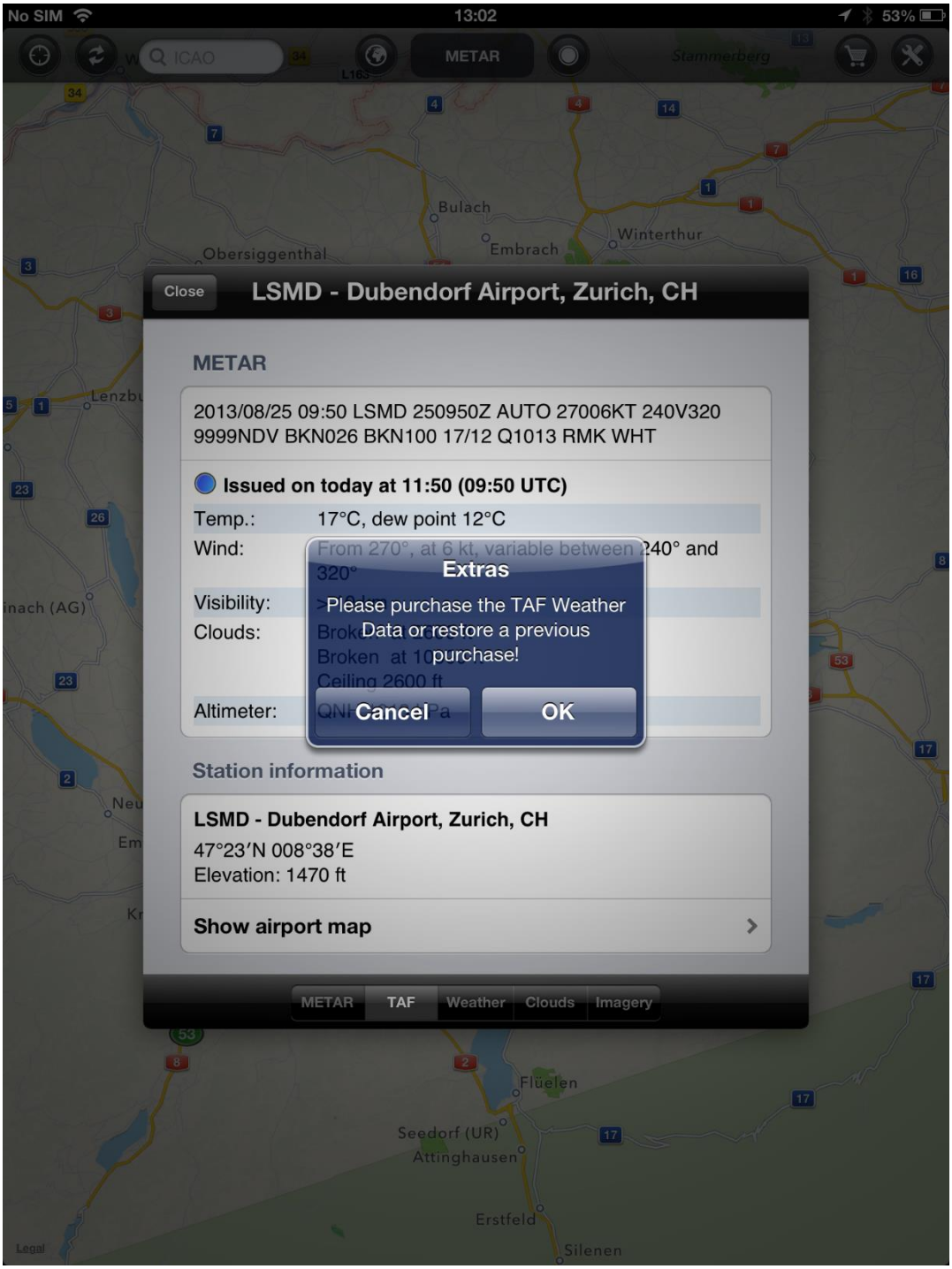
Illnau-Effretikon
Spreitenbach
Dietikon
Urdorf
Aarau
Lenzburg
Volketswil
ZURICH
Olten
Gränichen
Wohlen
Berikon
Uster
Wetzikon
Adliswil
Muri (AG)
Affoltern am Albis
Meilen
Hombrechtikon
Reinach (AG)
Reiden
Wadenswil
Obersee
Richterswil
Einsiedeln
Neuenkirch
Emmen
Arth
Lucerne
Kriens
Horw
Lauerz
Schwyz
Seelisberg
Flüelen
Altdorf
Seedorf (UR)
Attinghausen
Erstfeld
Legal
METAR

METAR's:



The rest is via subscription (TAF one time 6CHF, Weather 25CHF/year, there is 2w trial):



Other applications: All navigation applications are also capable of displaying METAR/TAF/NOTAM information.

My suggestion is: AeroWeatherPro. For one-time payment of around 4CHF you get life time WX, NOTAM information.

Another preflight activity is “documents”: AD info, AIP, approach charts, etc.

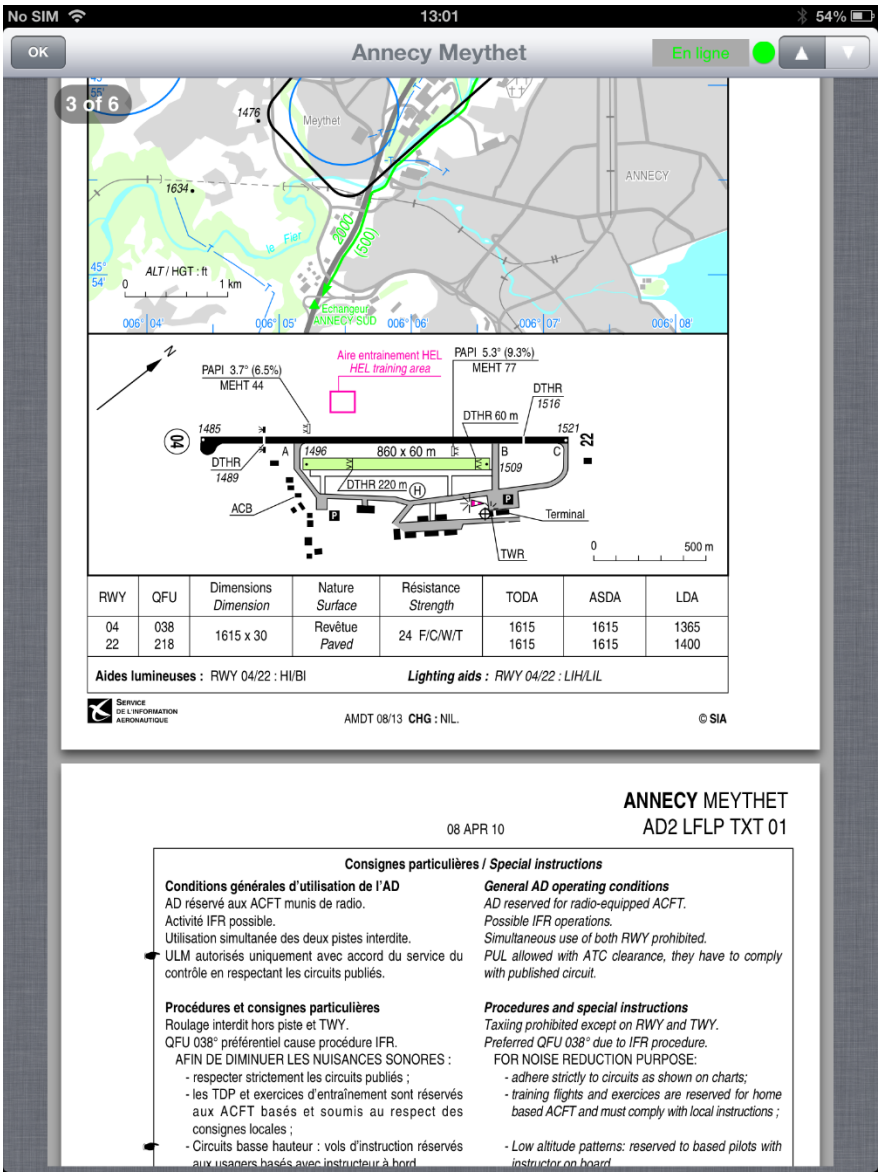
First of all for example, CH Skyguide started to send VFR Manual in electronic form. It is possible just to upload .pdf’s into tablet and use them the same way as on paper. It is possible to upload your AIP’s to tables for various other purposes. Unfortunately, I have not yet seen “trip kits” analogs for iPad. There are applications that are dedicated to show this information:

iVAC – for France (Free),

eIAIP -- http://eiaip.com/ : app is free, requires subscription (1month 1 country = 1CHF; all countries 1y = 40CHF)

Navigational apps usually have this feature.

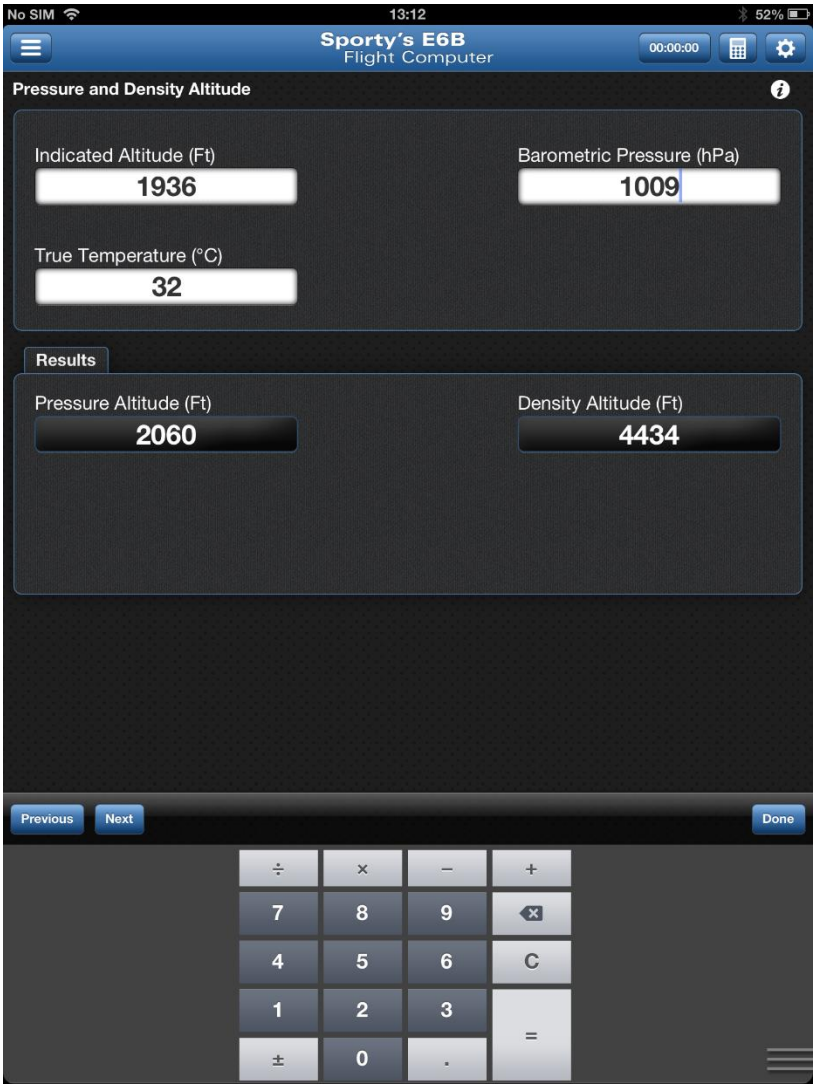
Example of iVAC:

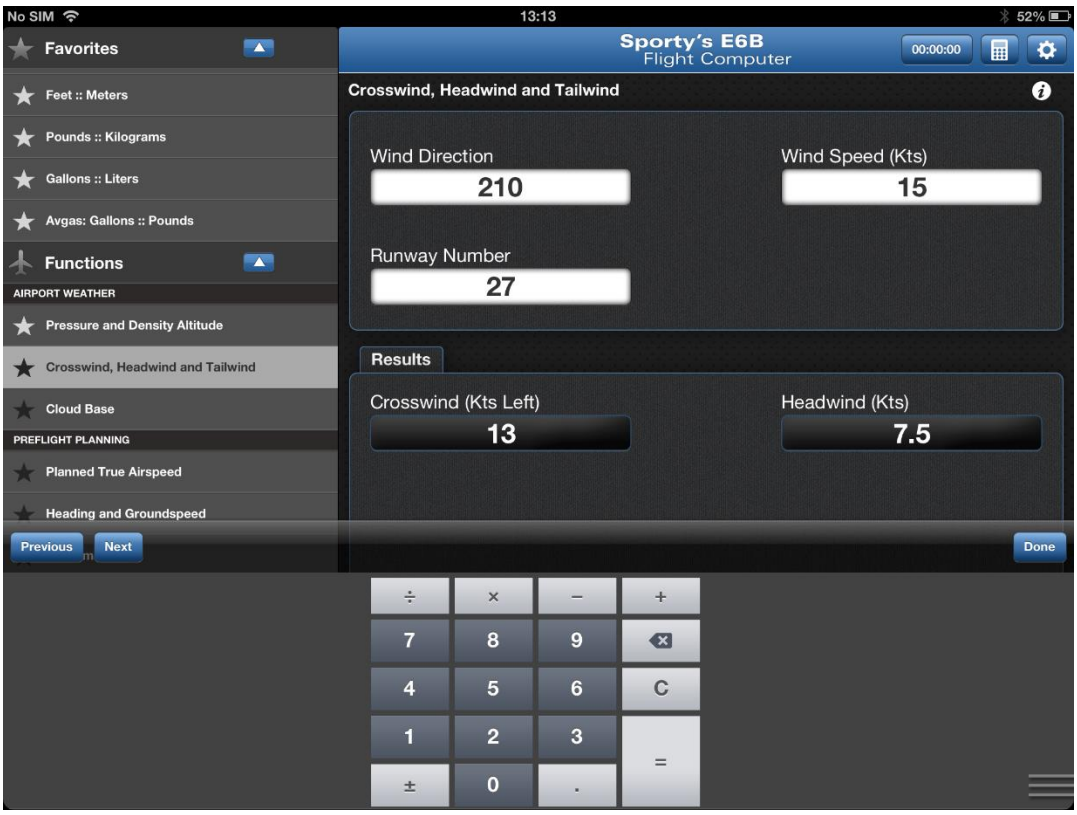


Anyway, these apps more or less “just display .pdf” in a structured way.

Not to mention Jeppesen Mobile Terminal Charts – for professional usage: TC’s by Jeppesen but only for controlled AD.

Another part of preflight – weight, balance, performance calculations. And various others. For that there is Sporty’s E6B calculator



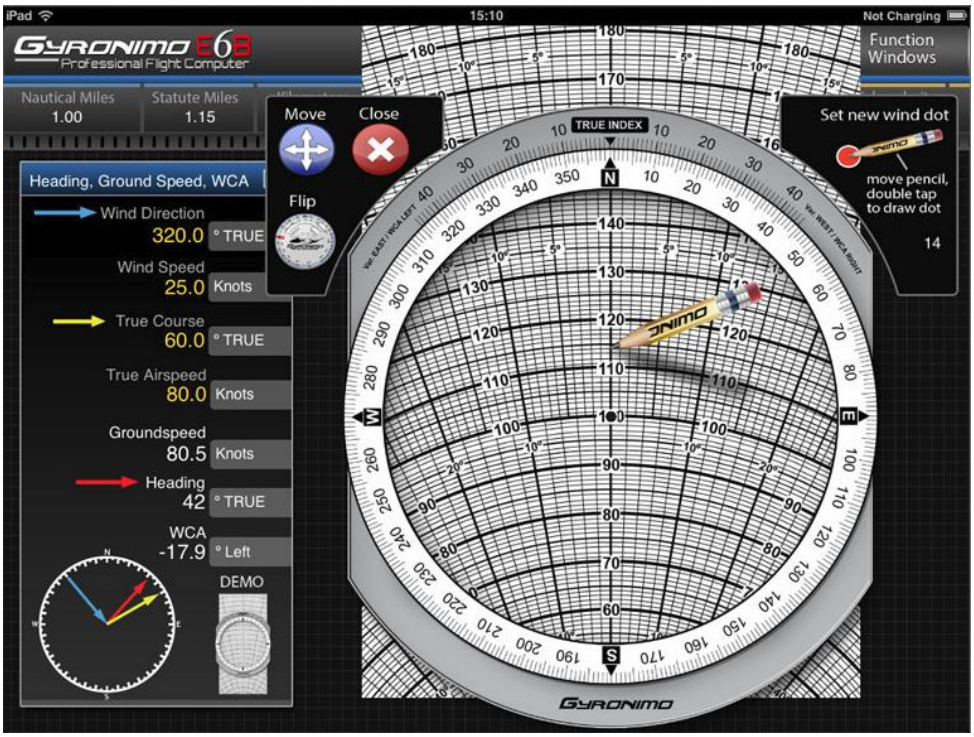


(and weight-balance there as well(

Weight/balance/performance – Gyronimo http://www.gyronimosystems.com/:

(for a predefined set of ACFT's – basically 1 app for 1 type)

Or E6B:



The most interesting part – navigation.

There are several applications and a “holy war” which one is better. VFR is of interest for us, thus professional (VFR+IFR) are out of the scope (Jeppesen Mobile FlightDeck)

Xample (Swiss made) Air Navigation Pro: http://www.xample.ch/air-navigation/

Jeppesen Mobile VFR (iOS only): http://ww1.jeppesen.com/aviation/products/mobile-flitedeck-vfr/index.jsp

WingX, ForeFlight, Garmin Pilot, a few others – even though popular, never used. The “problem” here is that me personally, I don’t have time enough to test each and every. For example, I tried shortly ForeFlight but after already bought ANP, so was no real interest. This does not mean that it’s bad. All of them provide same-ish functionality. I would keep concerns about

1) Map coverage
2) NOTAM’s/METAR’s/Restrictions/… coverage

Xample AirNavigation Pro. Develop in CH, in LSGY.

(screenshot from iPhone)

Three versions – Free, Standard (10CHF) and Pro (50CHF)

Air Navigation Free	Air Navigation Standard	AirNavigation Pro
• Internal database with more than 100.000 waypoints, airports and related information;	• Moving map with direct to waypoint capability; • Access to free of charge, open source maps, downloadable from	• **Moving map with multi leg flight planning or direct to waypoint capability**; • **Access to commercial aviation charts**

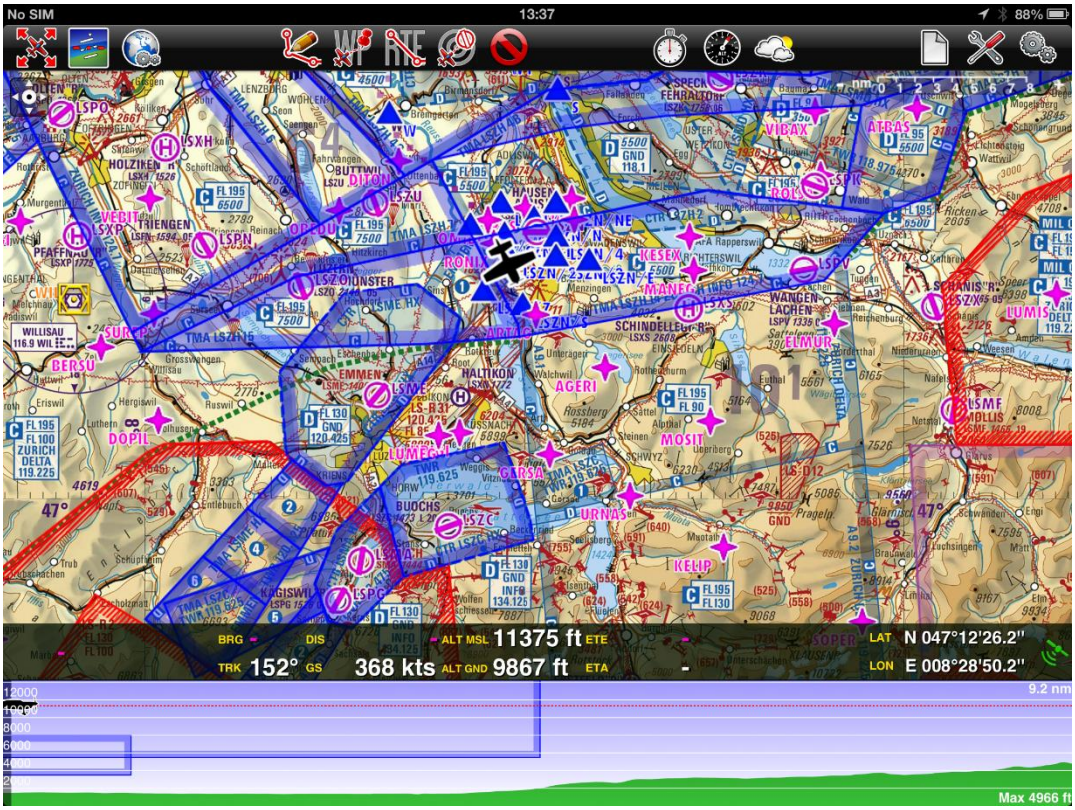
• Navigation instruments (HSI, CDI, ADF).	within the application; • Internal database with more than 100.000 waypoints, airports and related information; • Internal database with airspaces information (not all countries available); • Logbook (manual); • Navigation instruments (HSI, VOR, ADF).	**(as in-app purchases)** for Europe, USA, Australia, New-Zealand (check our website for available countries); • **Support for geo referenced approach charts** (not a ll countries available, check our website for more information); • Access to free of charge, open source maps, downloadable from within the application; • **Internal database with more than 100 000 waypoints, airports and related information**; • **Internal database with airspaces information** (not all countries available); • **Logbook** (automatic); • **Support for elevation data, see terrain in front of airplane or while planning legs**; • **Support for 3D data of Synthetic Vision**; • **Navigation instruments (HSI, CDI, ADF**); • Online flight tracking service. • Support for the use of external gadgets (AHRS g mini, other manufacturers)

I will describe and give screenshots from iPad. The same applies for Android, iPhone with some difference in UI.

After installation – purchase maps

1) ICAO charts – 40(?)
2) Glider charts – 20CHF
3) Approach charts – 30(?)
4) Topographic maps – CH = 120 CHF
5) Helicopter topo – 150CHF
6) 3D for EFIS – 48CHF
7) Free maps (OSM)

“Main” feature – moving map. “As is”. You see where you are. Depending on the coverage bought, you see obstacles, dangers, airspaces, terrain profile:



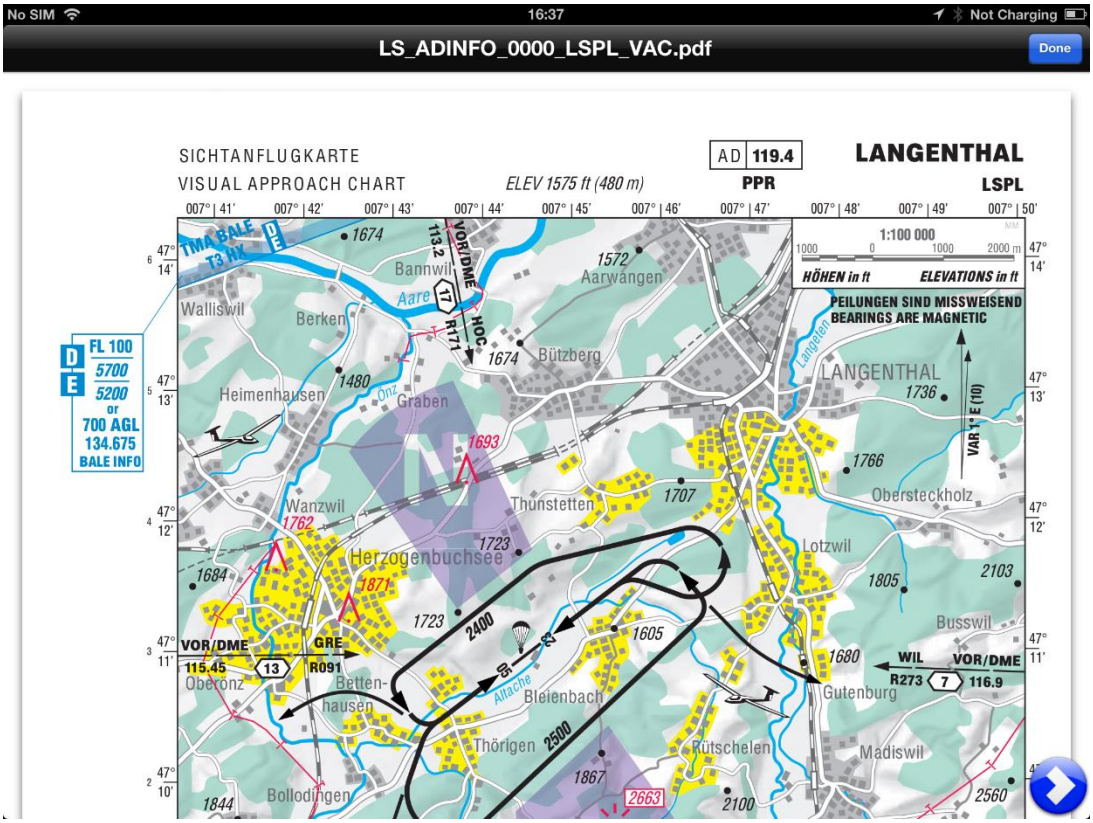
A bit more in detail the view of upcoming terrain and airspaces:

Viewing details of a “point” on map (VOR/DME/AD/…):

(For VOR stations it “beeps” with Morse code).

Viewing AD docs:

What you would usually see in AD INFO from Skyguide:



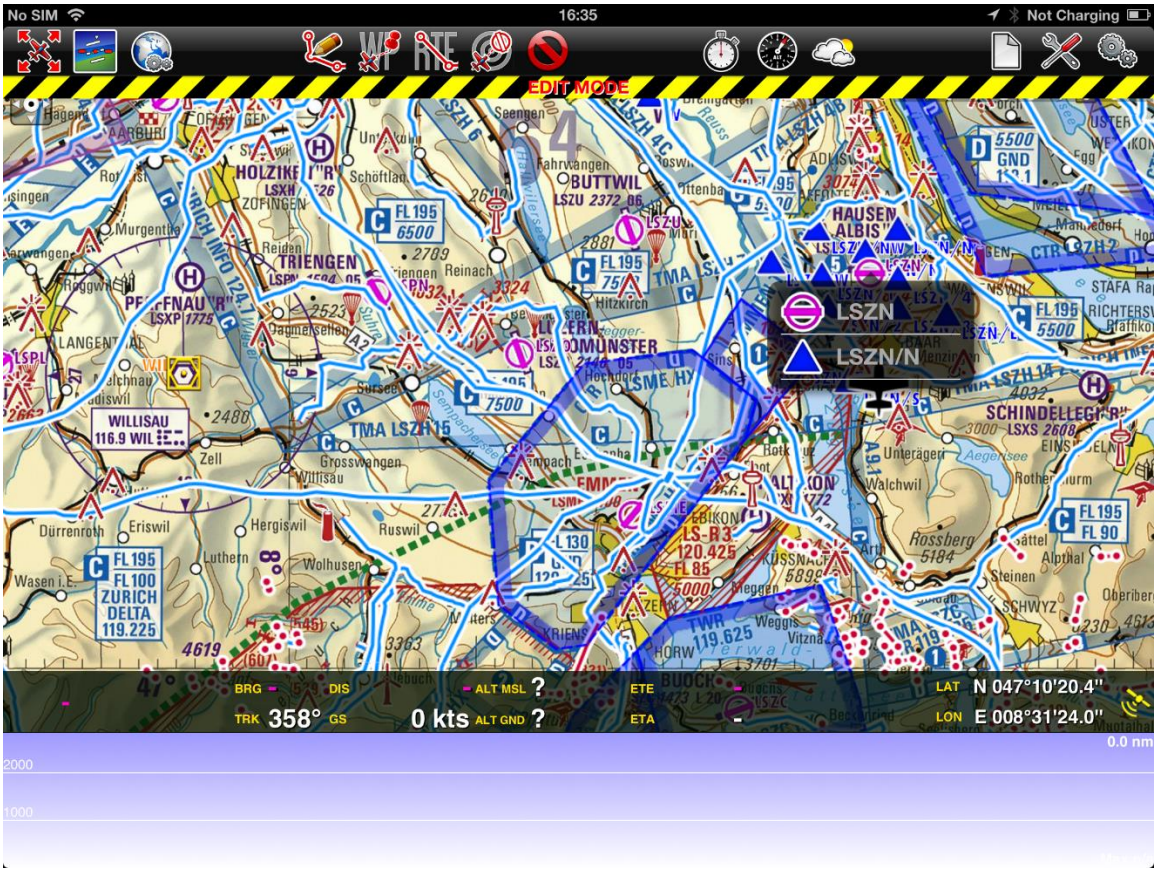
Either automatic or “enforced” displaying of approach charts (referenced) on moving map:

From moving map to creating routes (enter via clicking map, or importing a route from goVFR.com):

Start from entering edit mode clicking

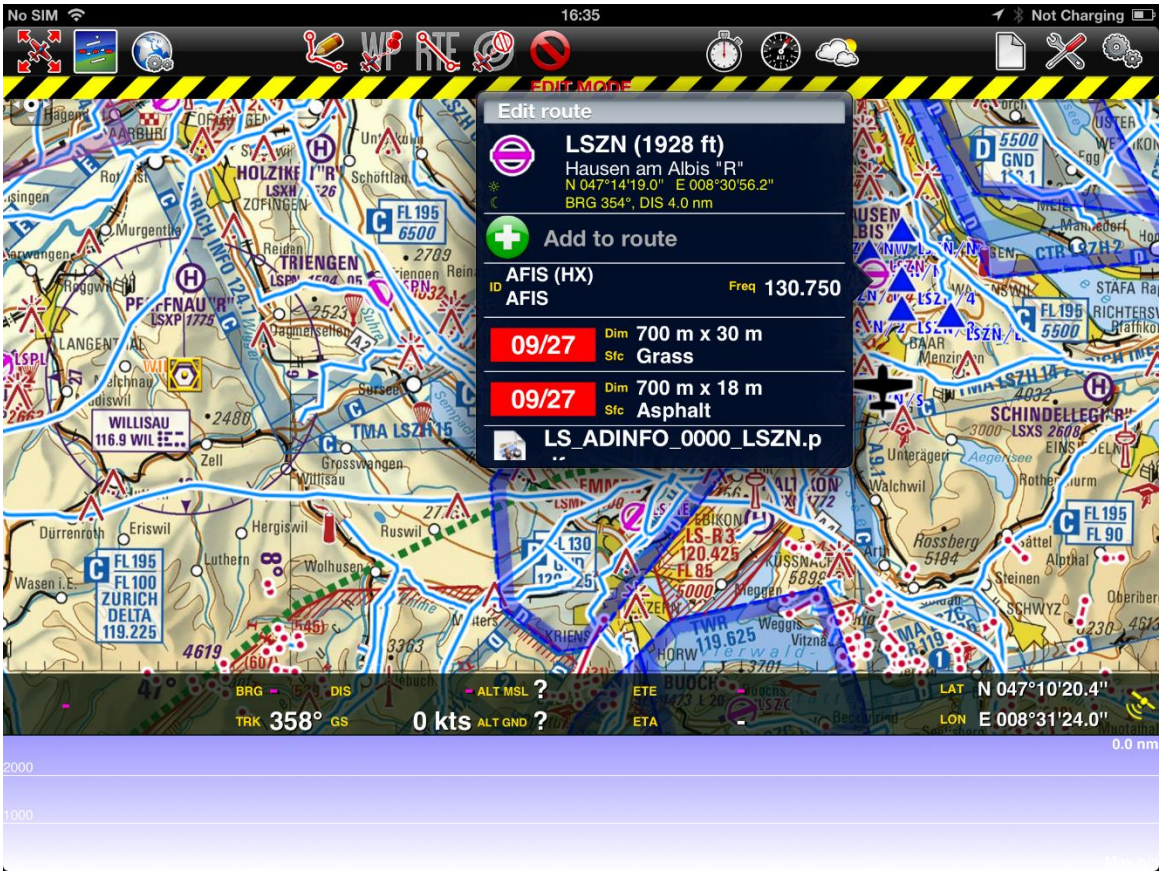
(BTW on this screenshot there are dangers displayed with blue lines – that's because my settings are "show dangers that are 1000ft or less from my alt)

In Route edit mode, press on a waypoint (in this case first point is departure from LZSN)



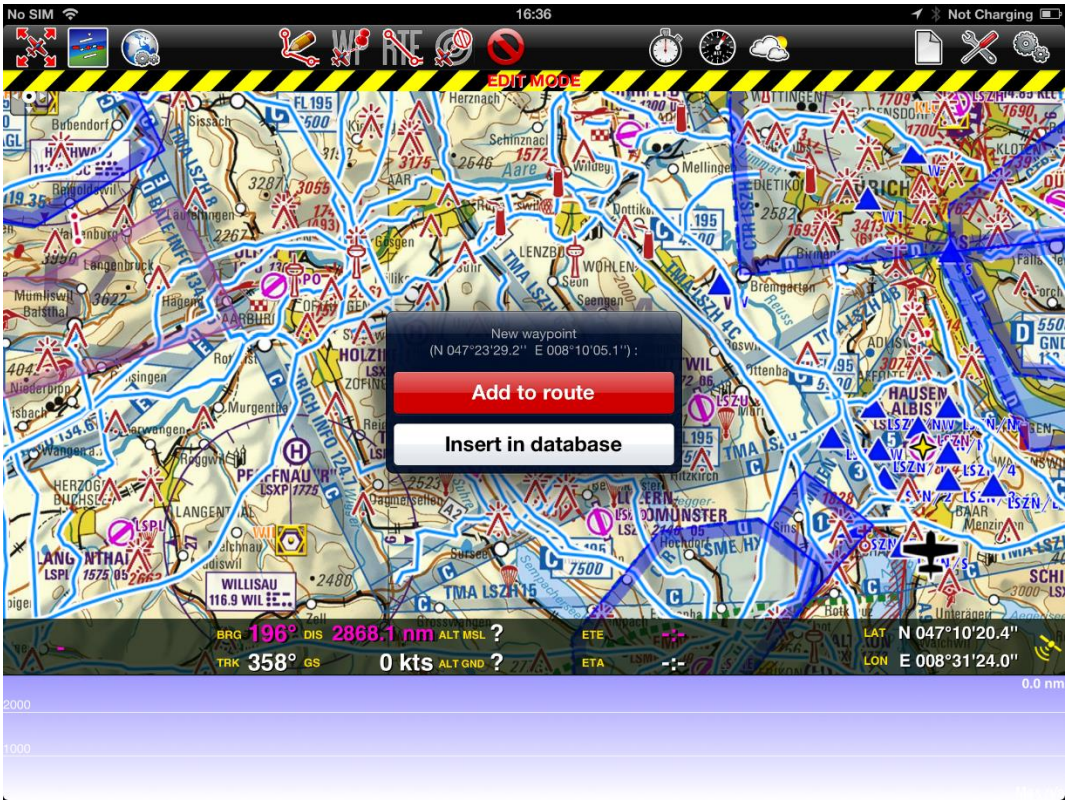
Finger tips are larger than points on map, so I have a selection of points. Choosing LSZN

Available actions:



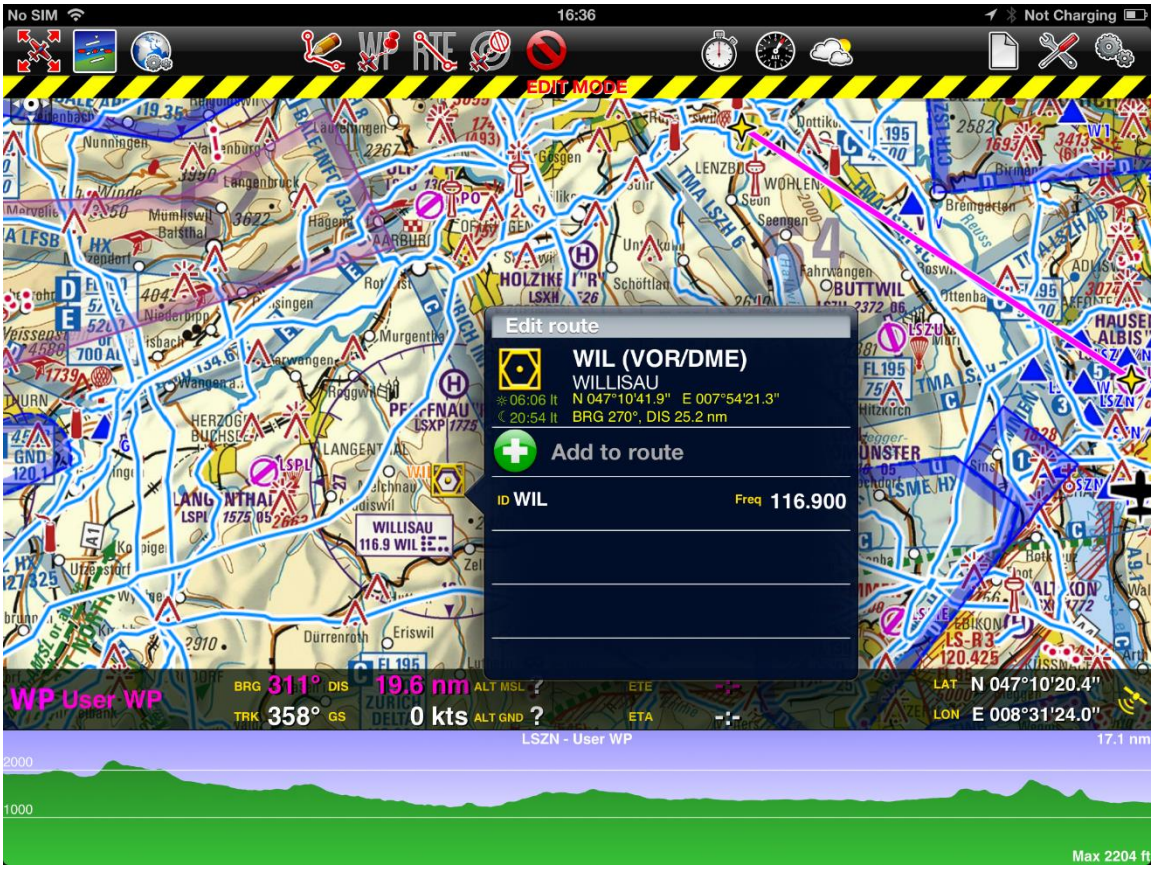
Press “add to route”

Next WP – press on Lenzburg (no aviation related WPs):



And “add to route”

First leg done.Now to VOR WIL:



“Add to route”

... so on.

The route will be saved on iPad. If you create an account on goVFR, also possible to upload routes there.

Once route is created (say, at home a day before), before flight routes can be selected by pressing button “RTE”

Helpful features to work with routes:

Waypoint selector. Either next in route creation process, or just to show on map or “direct to”. Nice feature is when doing “direct to WP”, a user can specify in settings “automatically setup VOR”, to see radial to that WP (see a few images later).

“Direct to the nearest AD”

Clear current route

Along with moving map, the following instruments can be displayed:

HIS

VOR

ADF

Variometer

Altmieter

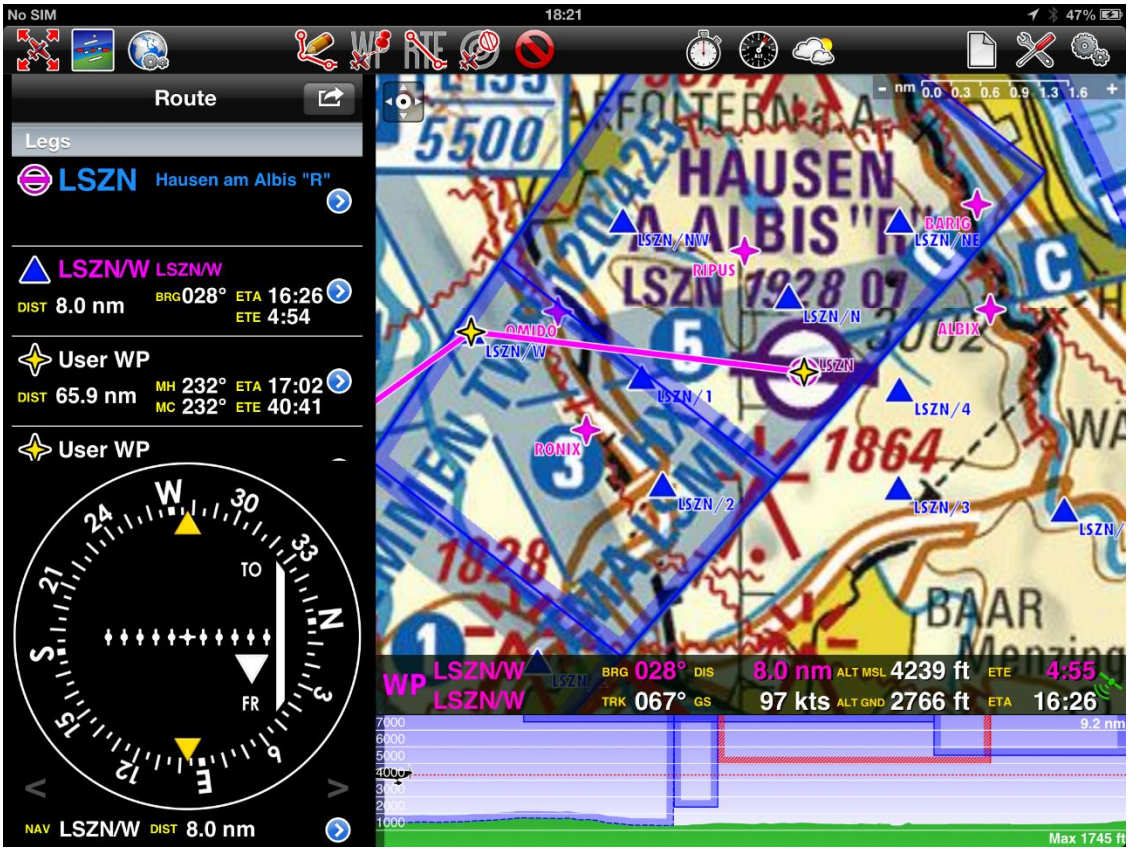
Speed

Compass

(not an instrument) Flight information

Two selected instruments are displayed on the left side of the screen:

Example of Fligght information and VOR:



Variometer (with audio signaling) and GS:

Flights are recorded by ANP by two ways:

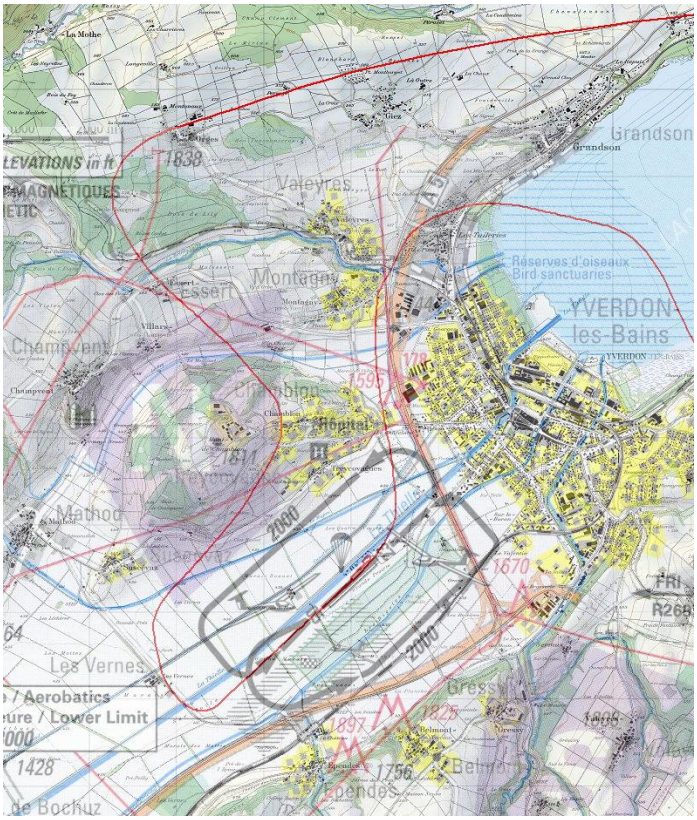
1) .kml , so it is possible later on to look at flight profile:

In Google Earth:

In any other software that can overlay .kml data on a map:

Look at 3d profile of flight/approaches:

I used it also to analyze how precise were my approaches:



(This was before geo referenced charts were implemented in ANP and even before I started to use iPad for air navigation)

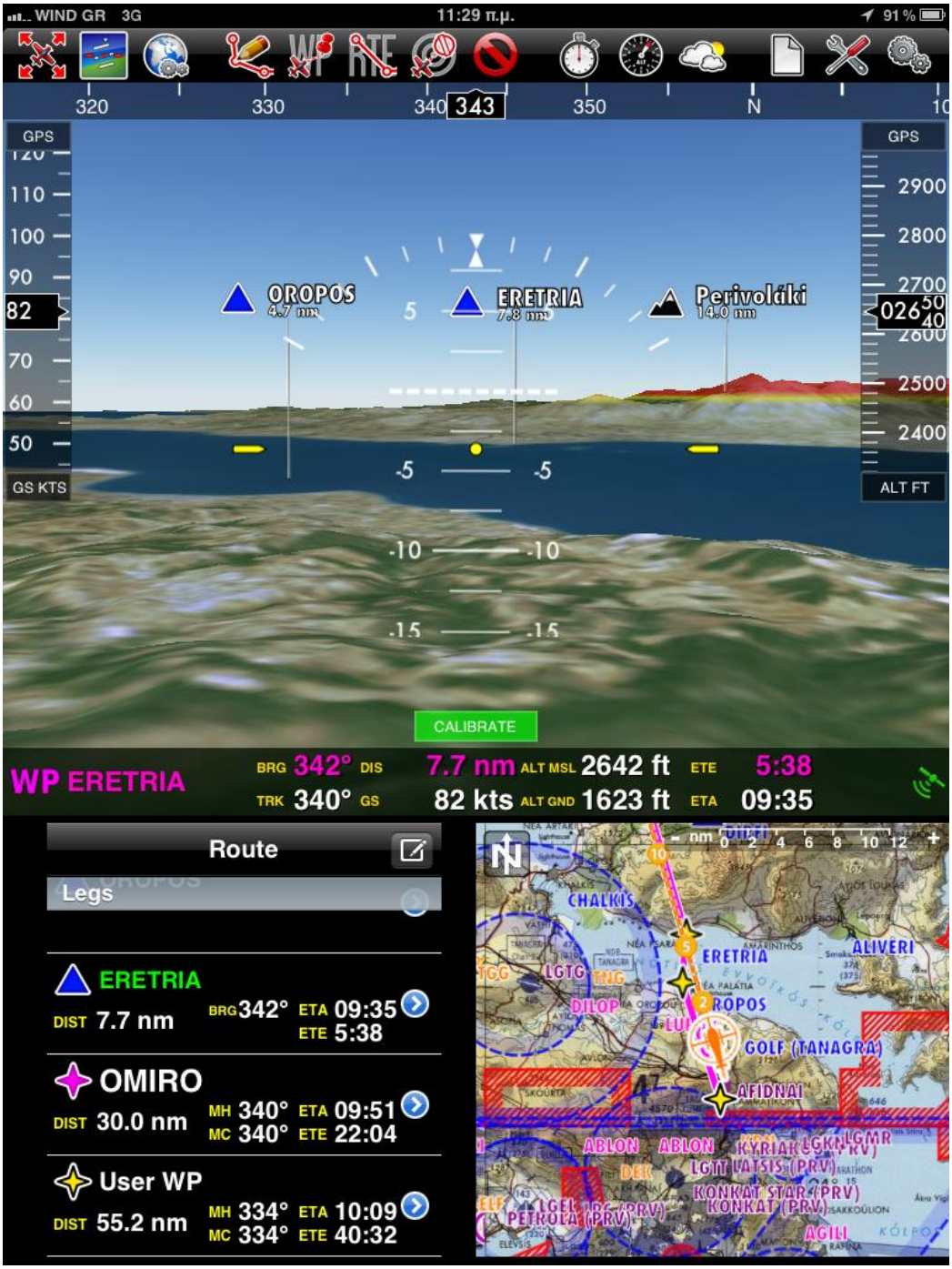
The flights are also recorded into automatic log book:

Unfortunately, the timings are not exactly the same as they are needed for our RESI system.

One more feature to use in flight is EFIS. I have not got a change to use it, but it is worth of mentioning.

EFIS Module(3D Synthetic Vision).

First of all, it requires special map coverage, which I don't really need, so I fully rely on user manual for this topic and images from Internet (as if I try to use, the map I see is just "flat surface and blue sky).


WIND GR 3G
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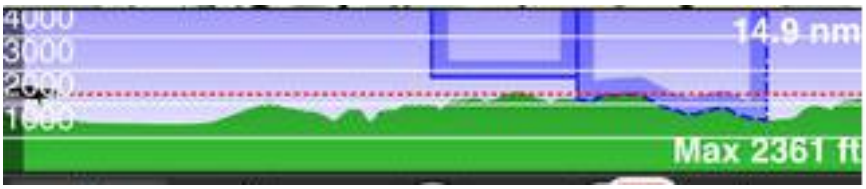
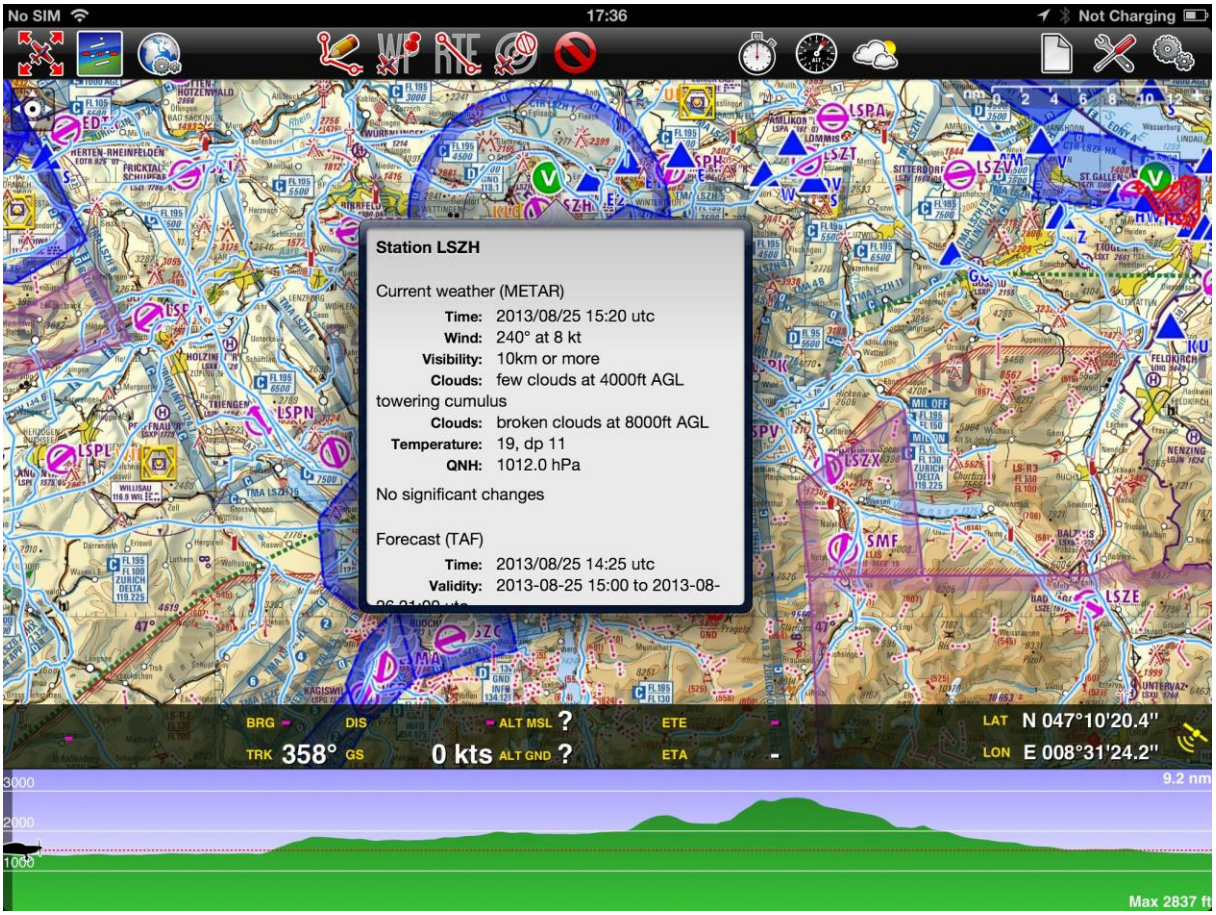
026
2600
2500
2400
ALT FT
OROPOS
4.7 nm
ERETRIA
7.8 nm
Perivoláki
14.0 nm
5
-5
-5
-10
-10
-15
-15
CALIBRATE
WP ERETRIA
BRG 342° DIS 7.7 nm ALT MSL 2642 ft ETE 5:38
TRK 340° GS 82 kts ALT GND 1623 ft ETA 09:35
Route
Legs
ERETRIA
DIST 7.7 nm
BRG 342° ETA 09:35
ETE 5:38
OMIRO
DIST 30.0 nm
MH 340° ETA 09:51
MC 340° ETE 22:04
User WP
DIST 55.2 nm
MH 334° ETA 10:09
MC 334° ETE 40:32
nm 0 2 4 6 8 10 12
CHALKIS
ERETRIA
ALIVERI
LGTG
TNG
DILOP
ROPOS
GOLF (TANAGRA)
AFIDNAI
ABLON
ABLON
KONKAT STAR (PRV)
KONKAT (PRV)
PETROLA (PRV)
AGILI

Looks a “cool feature”, however I have not yet found real application in my flights so far. I, personally, found more of importance this feature:



Coming back to preflight preparation. WX:

If user selects “show METAR on map”:



METAR's, TAF's.

NOTAM's require additional subscription. 1y 21EUR. Includes

1 year subscription, (Notams, Smart Notams, source Skyguide AIM services) subscription

Smart NOTAM's are decoded NOTAM's for CH, DE, FR

One more nice en-route feature is “writing on screen”.

1) Lock screen:

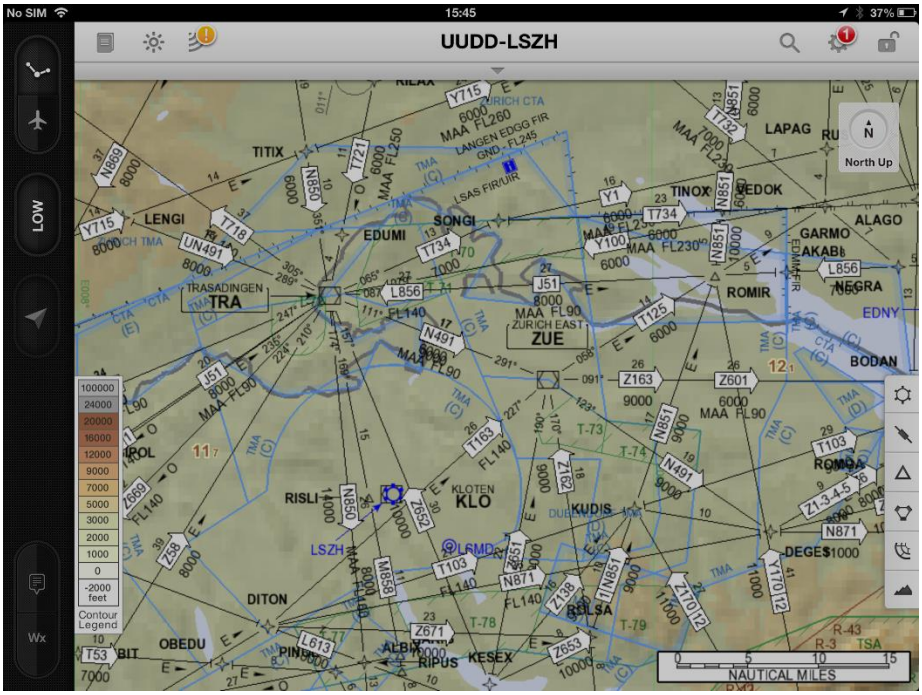
6 “screens” become available and can start writing:

(clean – 3 finger triple-click or TLC “clean” button)

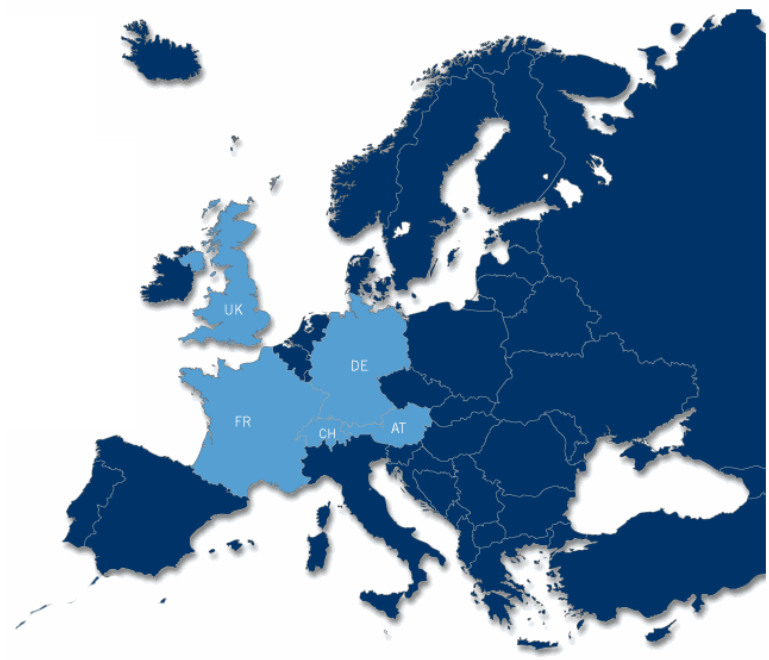
These are main features. There are quite some more things to describe:

1) Using with flight simulator
2) Downloading and uploading data from/to ANP
3) goVFR in detail
4) Xample online services
5) …

The next Nav software – newly released Jeppesen Mobile VFR. Before Jeppesen had only professional Mobile FlightDeck



Jeppesen Mobile VFR – created by Jeppesen Europe, from scratch, mainly in Gdansk, after some investigation “what private pilots need”. (ANP was created by aviation enthusiasts with a lot of passion to “bring features” (from my, s/w developer point of view)), whereas JMV is more bringing Jeppesen’s experience. Current coverage:



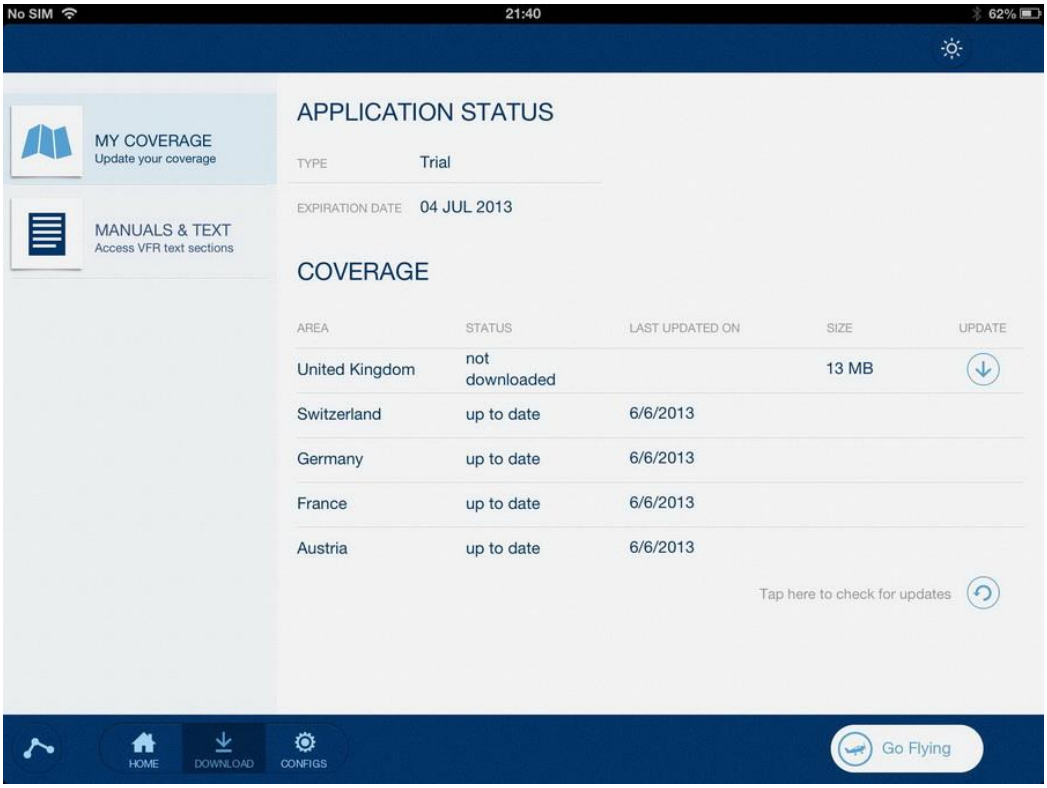
Obviously, Jeppesen has charts for the rest of Europe (and world). However, it is not yet available. I do not know the reason. Talking to ANP, there were problems obtaining permissions/making deal with Skyguide. This is an example of what can be a problem.

Pricing:

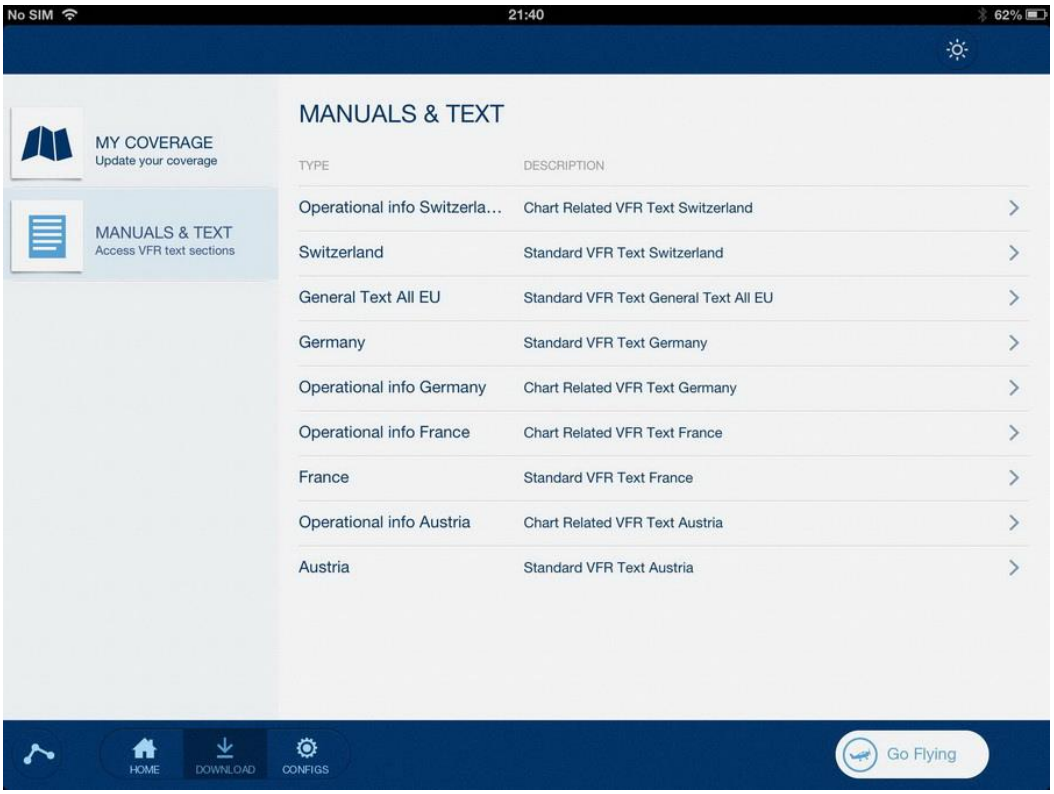
	Free Trial	One Time	Annual
Subscription Details			
Validity	30 days	28 days	1 year
Start Date	Today	Today	Today
Automatic Renewal	⊖	⊖	✓
Device Activations Allowed	2	2	2
Coverage Details			
Country Coverage	⊖	✓	✓
Europe Coverage	⊖	✓	✓
Free Trial Coverage	✓	⊖	⊖
Prices			
Jeppesen Mobile FliteDeck VFR - USA		☐ 45,01 € *	
Jeppesen Mobile FliteDeck VFR - All Available Countries (Europe)		☐ 139,00 € *	☐ 349,00 € *
Jeppesen Mobile FliteDeck VFR - Germany/Austria/Switzerland		☐ 119,00 € *	☐ 299,00 € *
Jeppesen Mobile FliteDeck VFR - United Kingdom		☐ 89,00 € *	☐ 199,00 € *
Jeppesen Mobile FliteDeck VFR - France		☐ 89,00 € *	☐ 229,00 € *
Jeppesen Mobile FliteDeck VFR - Germany		☐ 89,00 € *	☐ 229,00 € *
Jeppesen Mobile FliteDeck VFR - Austria		☐ 69,00 € *	☐ 199,00 € *
Jeppesen Mobile FliteDeck VFR - Switzerland		☐ 69,00 € *	☐ 199,00 € *

(this is a text I already sent to some SFS members http://rezdm.livejournal.com/199137.html)

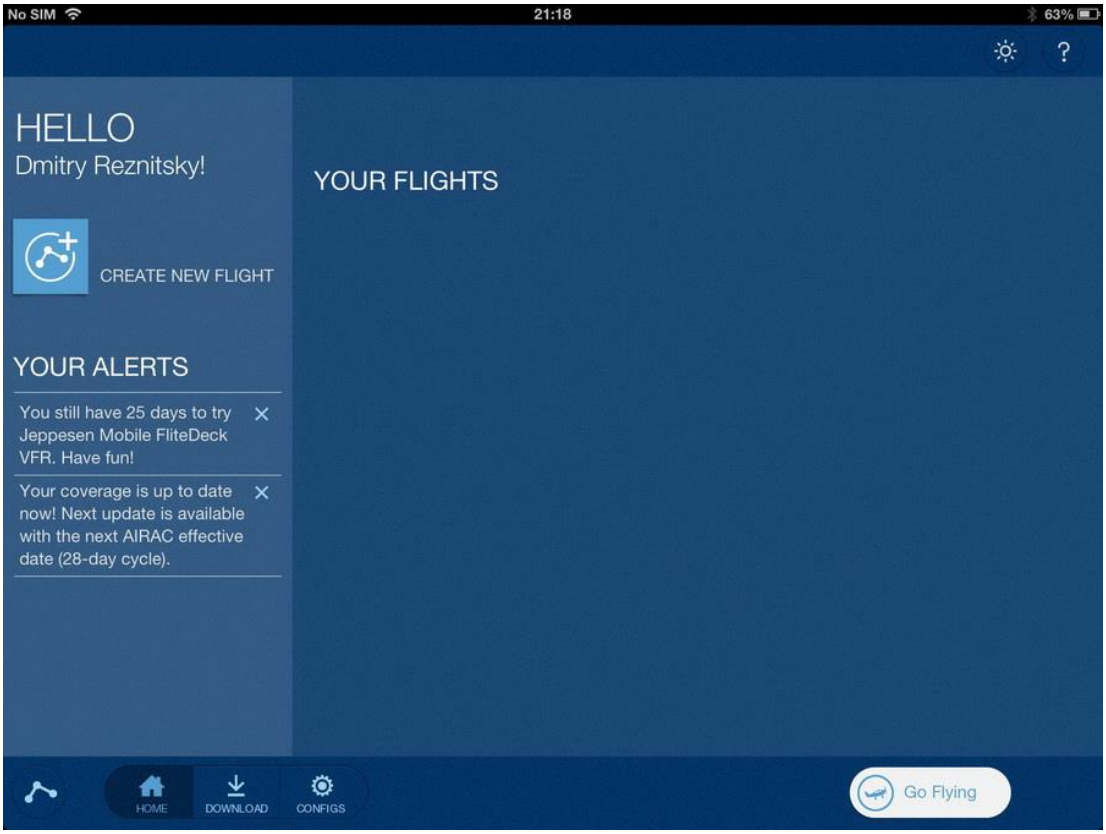
Work with this application starts with registering and downloading maps of required regions. At the moment UK, FR, CH, AT, DE are available. (As far as I know, the application was developed by European Jeppesen office, thus there is Europe-bias). Obviously, Jeppesen, has maps of (almost) all the countries, and I would imagine that increasing the coverage is just a matter of time.

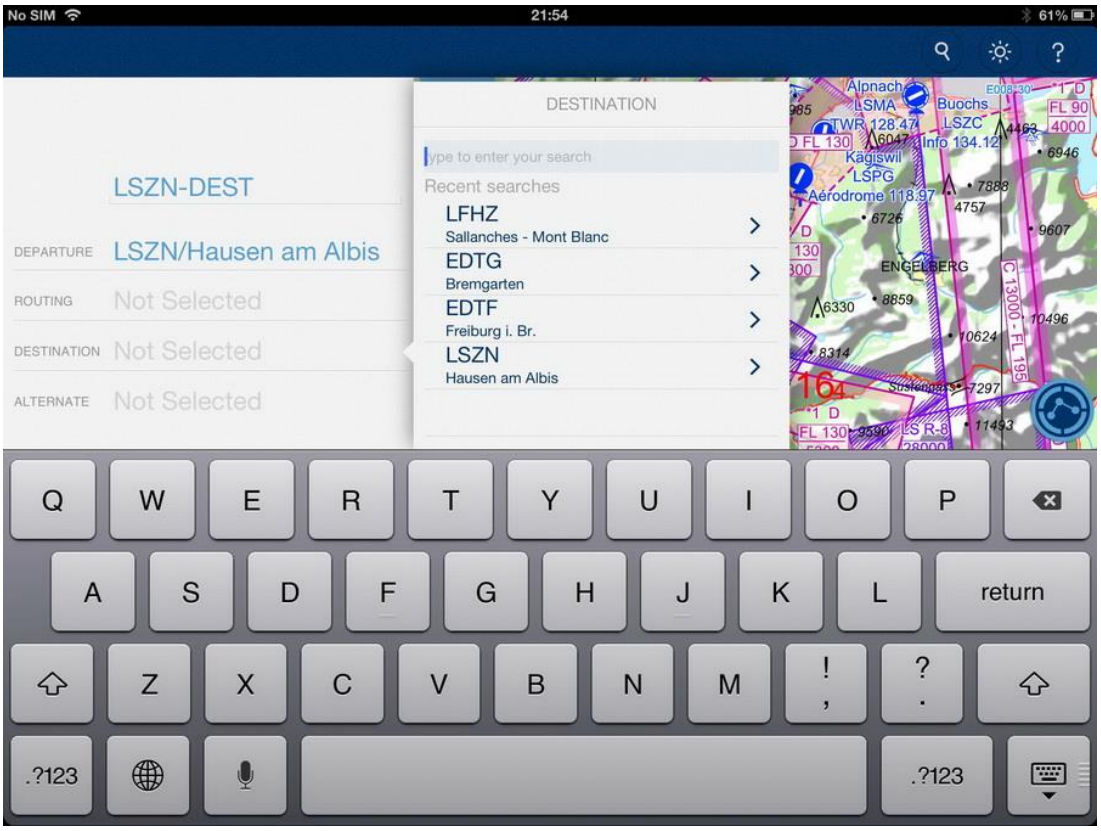


There are not just maps and charts, there are AIP for corresponding regions: General, enroute, список аэродромов, operational info

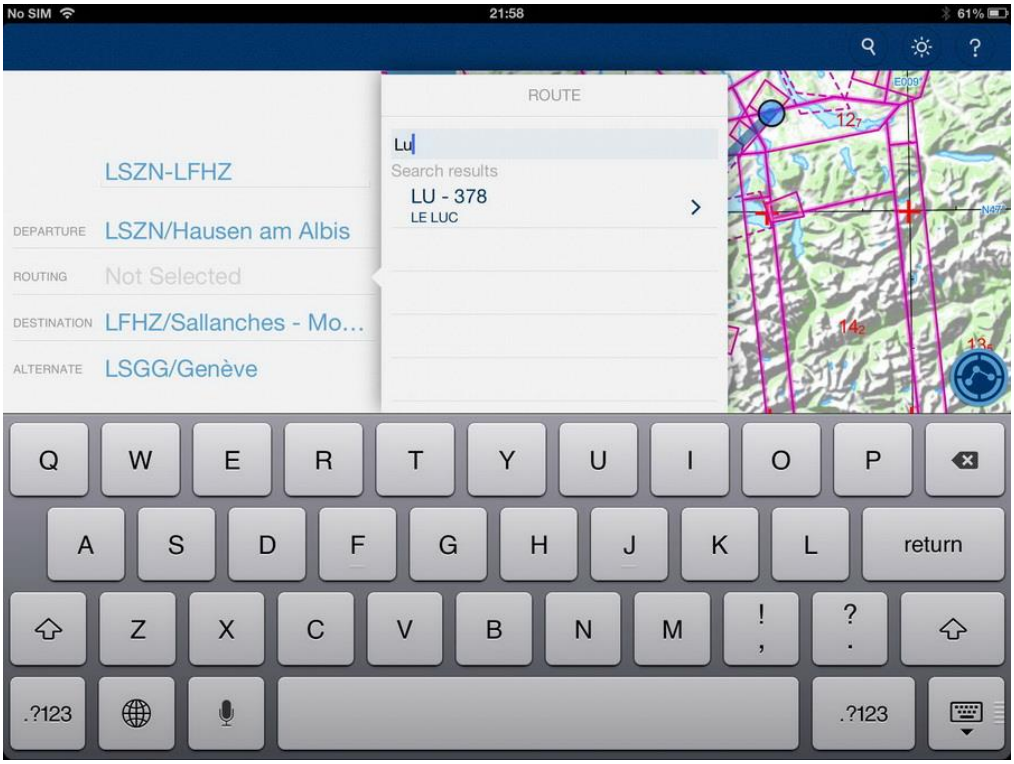


As soon as there are maps on iPad, it is possible to get started with navigation. It is possible either to fly just looking at the moving map or prepare a flight. To prepare a flight a user should enter departure, destination and way points.



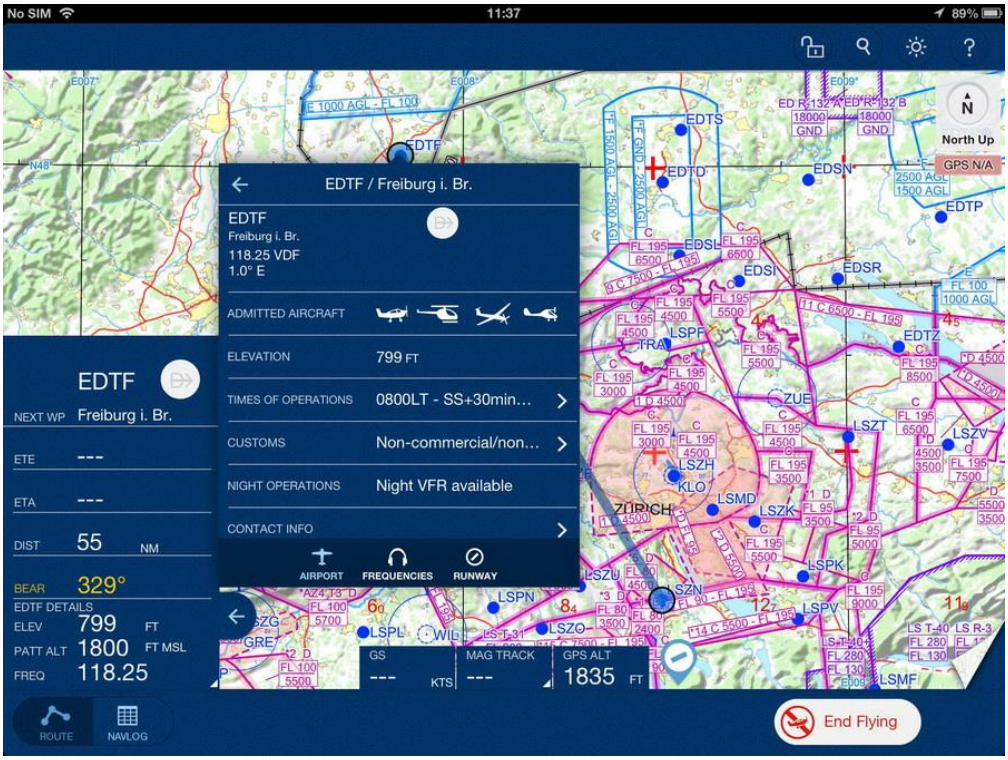


As the way points only aviation-related are available. I did not find how to upload custom WP (as it is done in Airnav Pro or in Garmin). Here is and example of my trying to enter Luzern (city) as a WP:

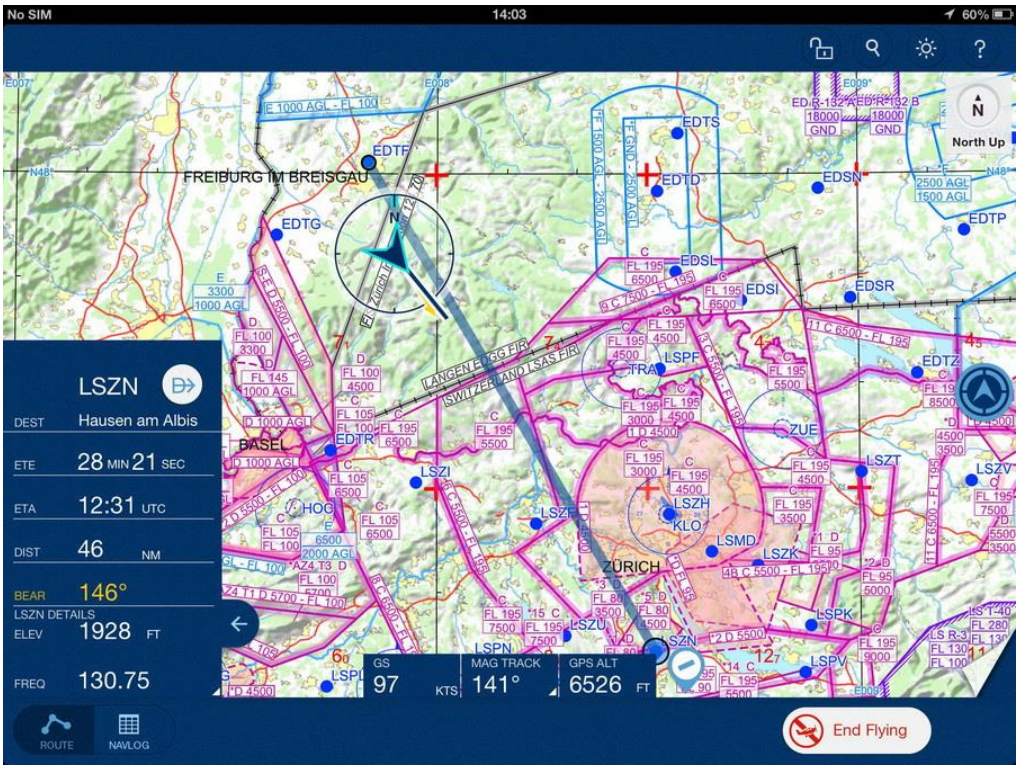


The easiest way to define the route is just "with fingers". Tap on aerodrome, then point to it as "destination". Double click on the direct line and a numbered, easy-to-move, WP appears. Quite convenient. Not to mention that a user does not to enter a "route editing mode" as in Airnav Pro — good for when this is to do while being in flight already. Here is an example of LSZN-LFHZ route:

Here it is possible to quickly access what's usually needed about an aerodrome: frequencies, RWY info, AD INFO.

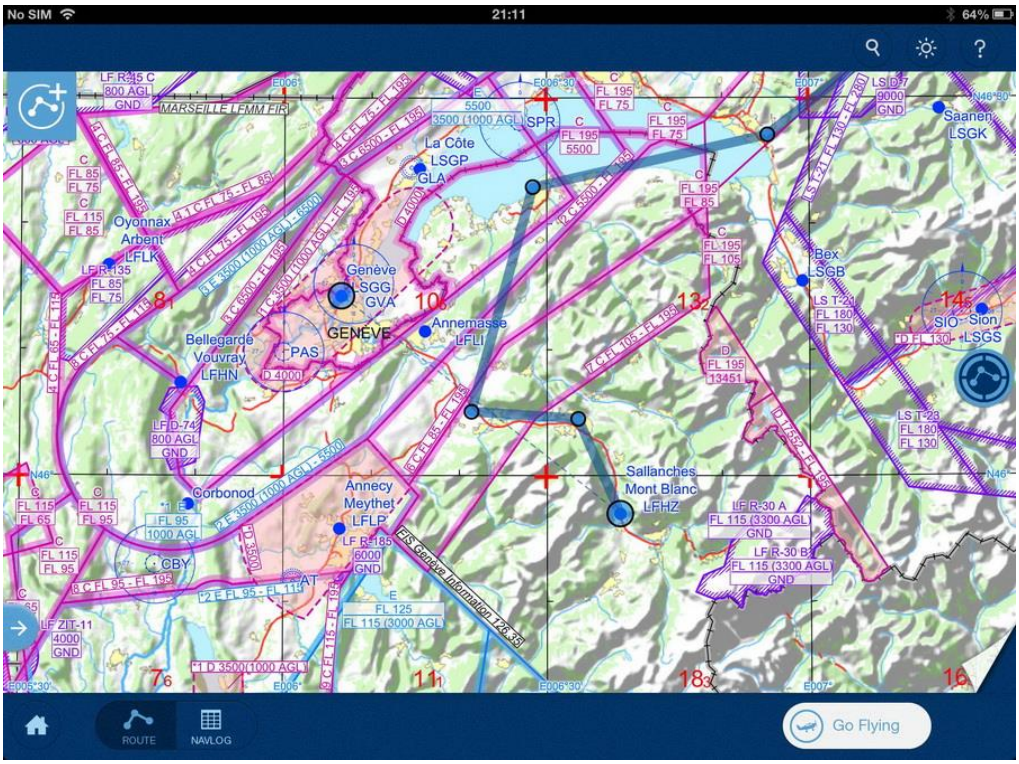


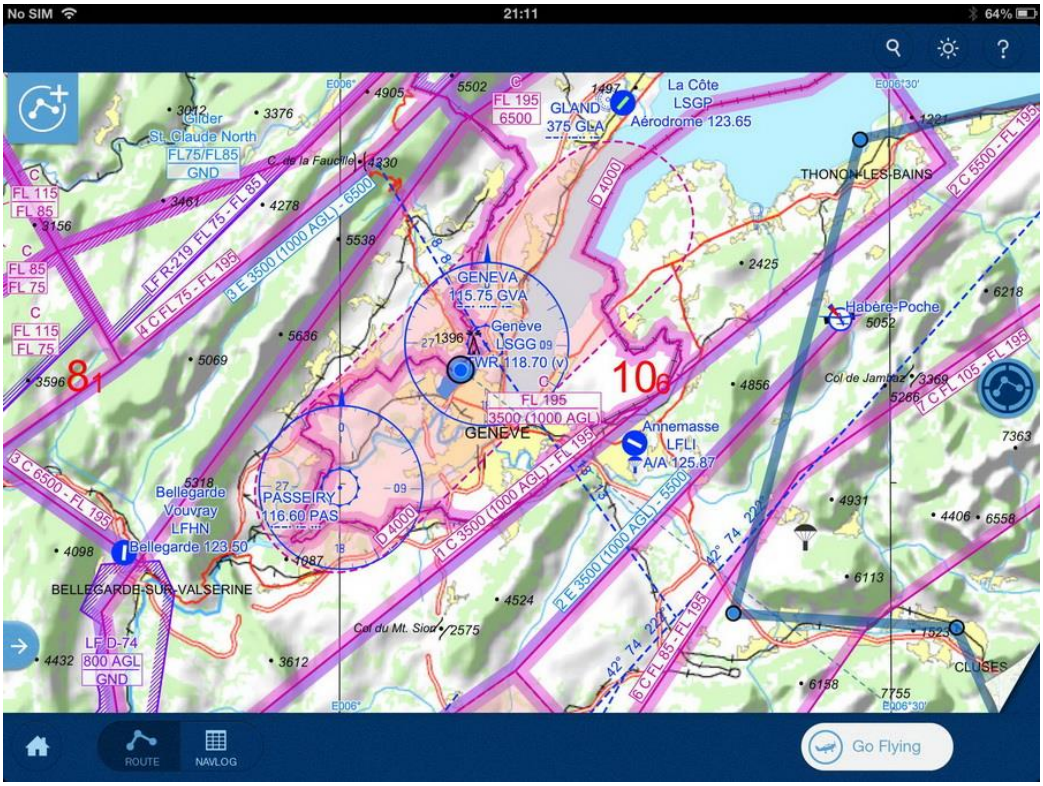
In flight more the "usual" information is displayed: altitude (GPS), next WP, GS, ETA, etc. The application depicts "assumed track for the next two minutes" (I might be mistaken with "2 minutes", apologies). And, what is important and very convenient — (check out the yellow pointer) direction to the next WP and how it differs from "assumed track" (check out magnetic track and bearing on the screenshot):



Map zoom level stays the same all the flight. As for me, it would be better if moving map would be smarter. Obviously, zooming in reveals more details (from just high-level overview of airspaces down to approach charts and then to taxi charts) and this is not convenient to do in a heavy traffic, short and fast approaches in a busy aerodrome.

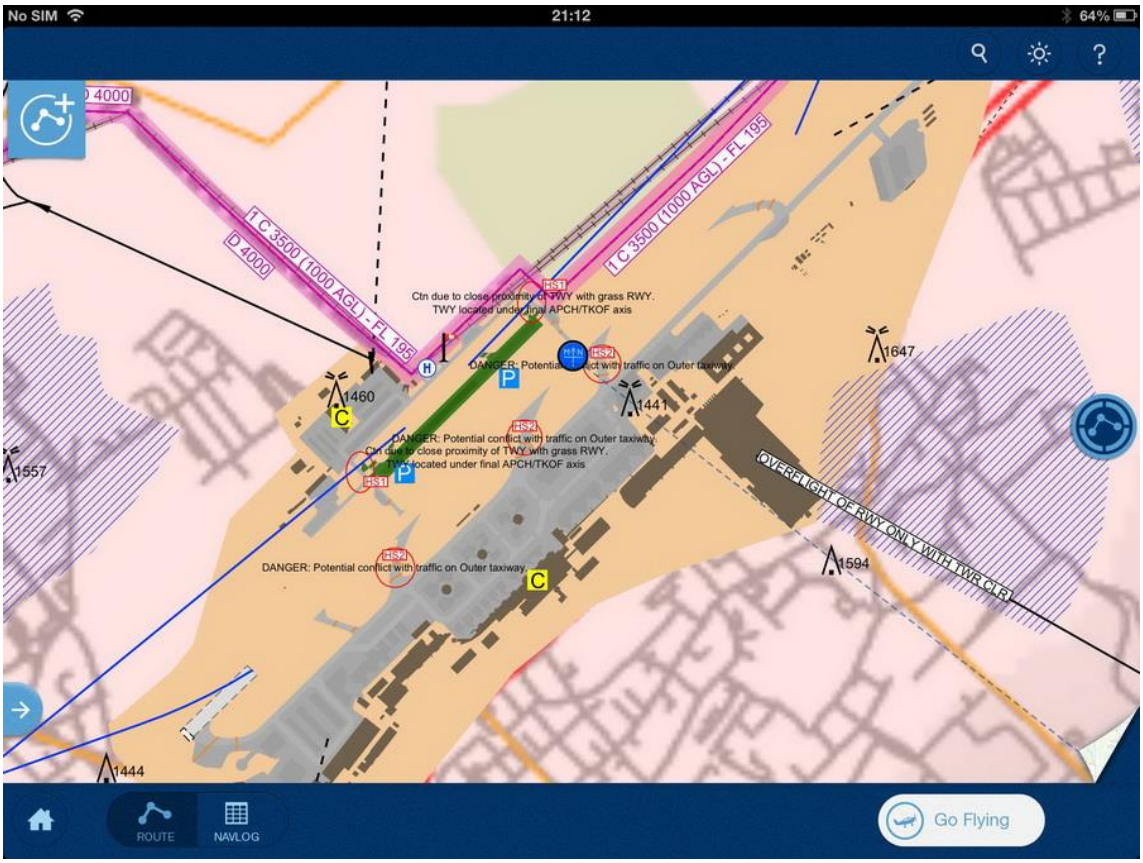

No SIM
21:11
64%
BERN
GENÈVE
Lac de Neuchâtel
FIS 2.2 Bâle Info 135.85
FIS 2.1 Bâle Info 135.85
FIS Genève Information 126.35
REIMS LFEE FIR
ROUTE
NAVLOG
Go Flying


No SIM
21:11
64%
MARSEILLE LFEMM FIR
La Côte
LSGP
GLA
SPR
Saanen
LSGK
Oyonnax
Arbent
LFLK
Genève
LSGG
GVA
GENÈVE
Annemasse
LFLI
Bex
LSGB
SIO
Sion
LSGS
Bellegarde
Vouvray
LFHN
PAS
Corbonod
CBY
Annecy
Meythet
LFLP
Sallanches
Mont Blanc
LFHZ
FIS Genève Information 126.35
ROUTE
NAVLOG
Go Flying


No SIM
21:11
64%
ROUTE
NAVLOG
Go Flying
GENEVA
115.75 GVA
Genève
LSGG 09
TWR 118.70 (v)
GENÈVE
La Côte
LSGP
Aérodrome 123.65
GLAND
375 GLA
THONON-LES-BAINS
Habère-Poche
5052
Col de Jamaz
Annemasse
LFLI
A/A 125.87
PASSEIRY
116.60 PAS
Bellegarde
Vouvray
LFHN
Bellegarde 123.50
BELLEGARDE-SUR-VALSERINE
CLUSES
St. Claude North
Glider
FL75/FL85
GND
LF D-74
800 AGL
GND
FL 195
6500
FL 195
3500 (1000 AGL)
D 4000
2 C 5500 - FL 195
2 E 3500 (1000 AGL) - 5500
3 C 6500 - FL 195
6 C FL 85 - FL 195
7 C FL 105 - FL 195
LF R-219 FL 75 - FL 85
4 C FL 75 - FL 195
3 E 3500 (1000 AGL) - 6500
81
10d

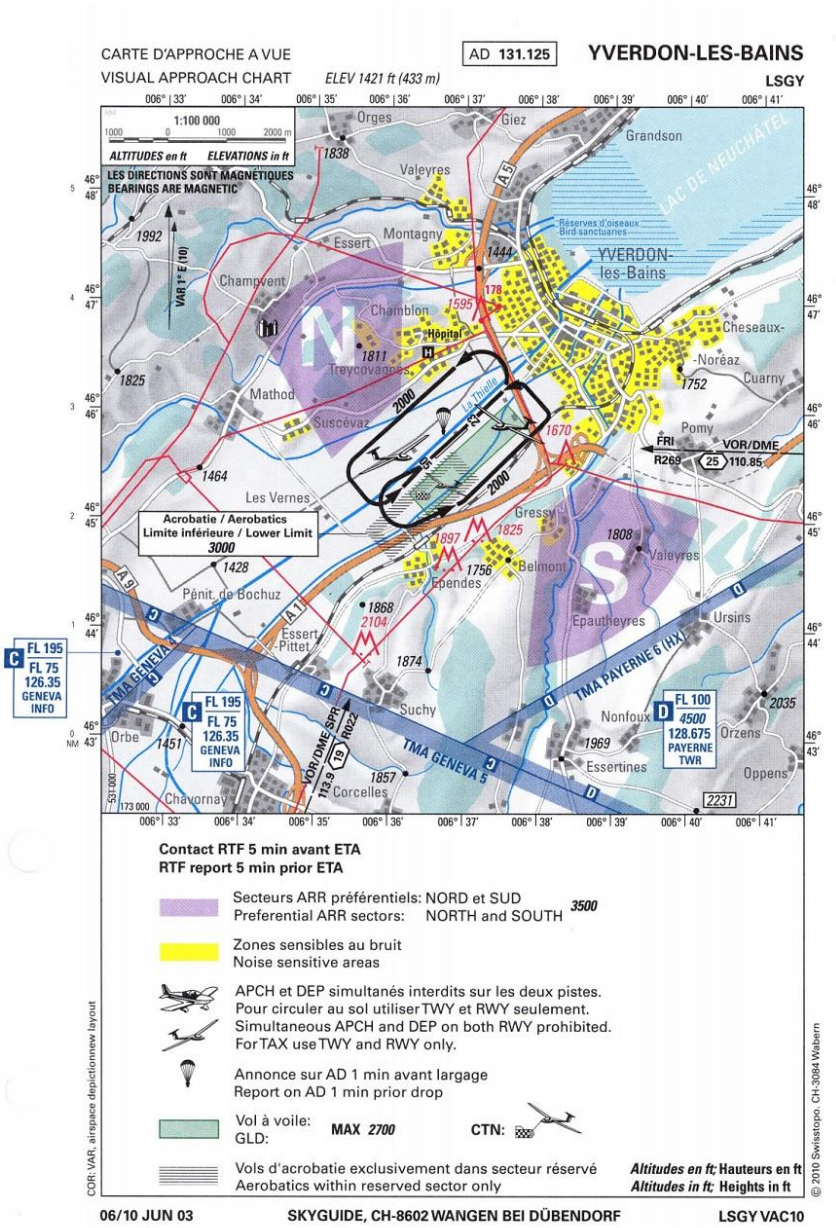

No SIM
21:12
64%
ROUTE
NAVLOG
Go Flying
GENEVA
115.75 GVA
Genève
LSGG
TWR 118.70 (v)
GENÈVE
Annemasse
LFLI
1620' 1300m
A/A 125.87
PASSEIRY
116.60 PAS
SAUVERNY
VERSONNEX
COMMUGNY
MASSONGY
ÉCHENEVEX
DOUVAINE
SEGNY
VILLARD-TACON
CROZET
VERSOIX
VEIGY-FONCENEX
THOLOMAZ
FERNEY-VOLTAIRE
GENTHOD
BELLEVUE
PRÉVESSIN-MOËNS
SAINT-GENIS-POUILLY
MEYRIN
PREGNY-CHAMBÉSY
COLOGNY
SAINT-JEAN-DE-GONVILLE
PENEY-DESSOUS
PUPLINGE
SAINT-CERGUES
LUCINGES
ANNEMASSE
RANVES-SALES
CHALLEX
BONNE
SWITZERLAND LSAS FIR
MARSEILLE LFMM FIR
FL100 ART
2 C 5500 - FL 195
6 C FL 85 - FL 195
D 4000
MNM 3000


No SIM
21:12
64%
MNM 3000
VILLARD-TACON
VERSOIX
MARSEILLE FMM FIR
GENTHOD
1463
GW
TERNEY-VOLTAIRE
PREVESSIN-MOENS
2500
D 4000
GENEVA
115.75 GVA
FL 195
3500 (1000 AGL)
BELLEVUE
1411
Geneve
LSGG
1411' 3900m
TWR 118.70 (v)
PREGNY-CHAMBÉSY
1460
1441
1647
1744
1557
1703
1558
MEYRIN
1444
1507
1576
1617
1536
1503
1553
GENÈVE
GE
SE
COLOGNY
PUPLINGE
ROUTE
NAVLOG
Go Flying


No SIM
21:12
64%
D 4000
1 C 3500 (1000 AGL) - FL 195
Ctn due to close proximity of TWY with grass RWY.
TWY located under final APCH/TKOF axis
HS1
HS2
DANGER: Potential conflict with traffic on Outer taxiway.
1460
1441
1647
1557
1594
1444
OVERFLIGHT OF RWY ONLY WITH TWR CLR
ROUTE
NAVLOG
Go Flying

In Airnav Pro VAC appears on top of the map. (Sky-map — the same and as well switches to taxi chart after landing). What I see as a possible improvement: automatically zoom in when an aircraft flies close to approach pattern (circuit or entry routes)

In Switzerland non-controlled aerodromes have preferential approach and departure sectors. They are depicted on VAC. Check out LSGY[Yverdon-les-Bains](), 'N' and 'S' are these approach sectors:



The same approach chart in Jeppesen FD VFR. As for me, printed VAC from Skyguide easier to check, observe during flight. There are no issues in picture accuracy, it is a matter (for me) of readability of approach sectors, probably altitute or some other limits, etc. during flight. For sure, this should be checked on the ground during pre-flight preparations, and later during briefing during descent (for approach) check, but "something might happen":

I did not use taxi chart. The aerodrome I had a flight to (EDTF) just "too simple" and I did not need to use taxi chart. It seems that the charts are relatively good. Here are the examples of Zurich (LSZH) and Grenchen (LSZG). I also give a scan of Grenchen Syguide taxi chart. What is absent in Jeppesen charts is detailed parking schema (see the last image in this section). Anyway, from my experience in smaller aerodromes (even as small as Grenchen or Bern), tower helps to find the parking spot (turn left, turn right, etc), and in the bigger airports (Zurich) 'follow me car' helps.

To sum up. I do understand that this is the first version and a lot of features to be added in the future.

1) Like: overall experience; "thought of" UI; UI itself (especially compared to FlightDeck Pro — "for big guys")
2) Like: Maps
3) Wanted: Support to obtain NOTAM, METAR, TAF. This can be additional subscription. There is a corresponding project within Airnav Pro: pre-flight briefing
4) Wanted: Why not to have? Submitting ATC flight plan right from this application, based on entered route
5) Wanted greatly: Export of flights as tracks and as flight log
6) Wanted: Terrain awareness (it is expected in VFR flight that a pilot can see mountains, but for "planning a step ahead" would be nice)
7) Wanted: The same for controlled airspaces
8) Wanted: Feature to upload custom waypoints from computer (just a small example: my homebase LSZN has no official VAC, I have my own WPs for it)
9) Wanted greatly: Feature to prepare a flight using computer and the upload (import, send, whenever) it into Jeppesn FD VFR. This is a big additional task for the developers, but wanted greatly.
10) Wanted: (could not find quickly): Reverse the route. For example, if I landed LSZN-LSGY, just press one button "reverse" and fly back.
11) Wanted: Short term subscription and/or trip kit subscription. This is needed, if I want to make a "weekend flight to Amsterdam from Zug" and in existing subscription there is no Germany and the Netherlands. In paper this is available from Jeppesen. Would be great to have it in this application (not to mention possible legal obligations to have paper map, may be there should be an option to export for printing)

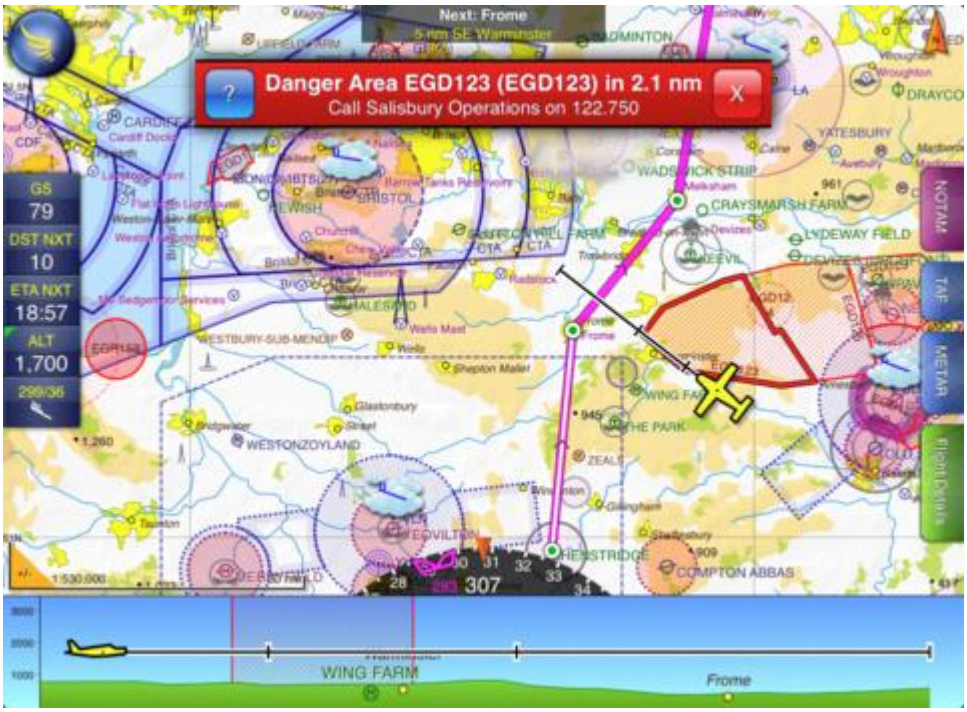
There are a lot more to suggest, I mentioned only what I've used myself of want to use in the nearest future. Overall — I liked very much it. On daily basis I use Airnav Pro and I'm planning to continue using it. I'll have a look later on of some important features for me are implemented.

SkyDaemon.

Never used, quite promising. Good videos describing usage: http://www.skydemon.aero/start/videos.aspx

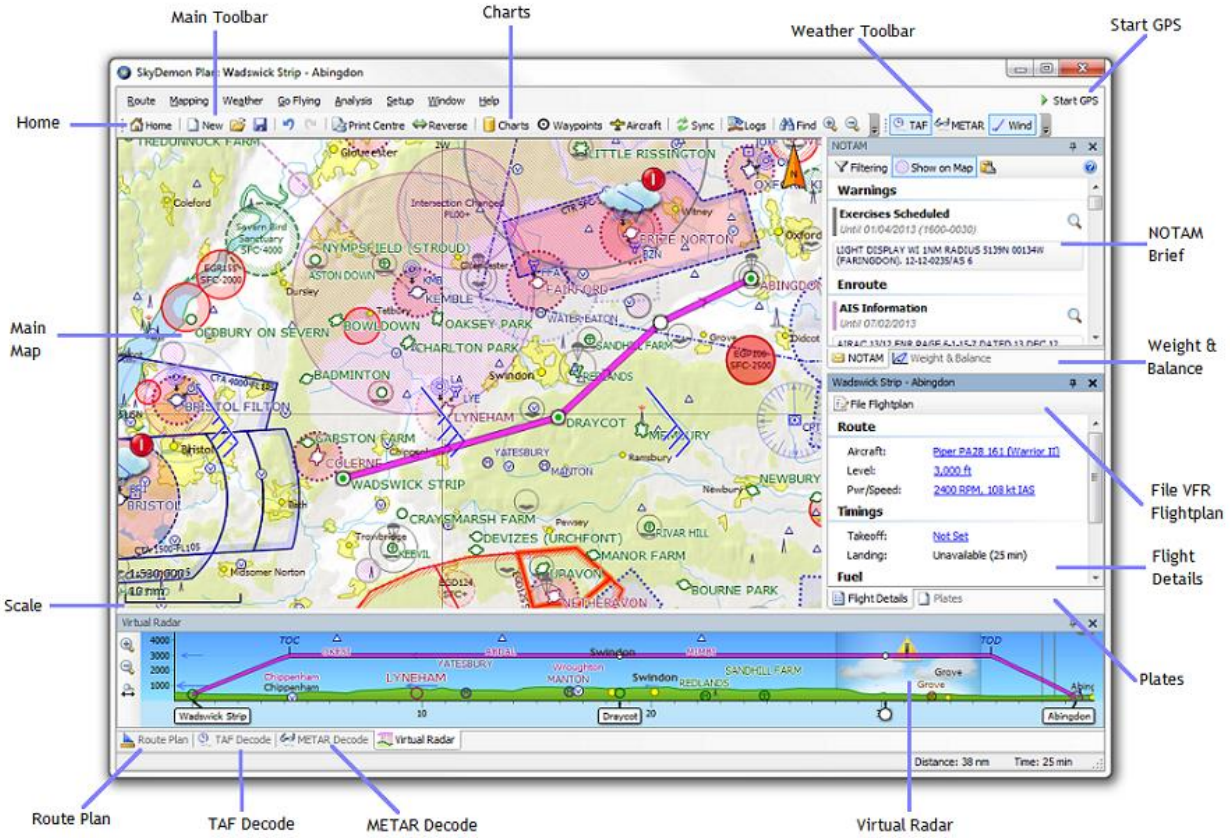
Works on iOS, PC and Android (under one account).

Pricing – 200+CHF first time + ca 100 annually



Showsnicely weather on the map and flight profile, possible to define personal “limits”

Possible to prepare on PC:



That’s about navigation.

A bit of fun with iPad

Flight Radar 24

Virtual cockpit view **Augmented Reality**

Air Supremacy (game)

Flight Control – ATC “work”

https://itunes.apple.com/en/app/flight-control/id306220440


AIRCRAFT LANDED: 00031
HI SCORE: 00042
JOLLY GOOD