

USER INTERFACE GUIDE

Private Pilot Online
Instrument Pilot Online
Commercial Pilot Online



INTRODUCTION

Welcome to Jeppesen Online Pilot Training! By using audio, text, innovative graphics, animations, video, and interactivity, the online lessons are designed to present the subjects that you need to know to pass the FAA knowledge and practical tests. This User Interface Guide will help you understand the features of the online course and successfully navigate through the lessons to get the most out of your training. You can view the lessons in the course on a variety of devices—desktop or laptop computer, tablet, and mobile phone.

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RECOMMENDED MINIMUM COMPUTER SPECIFICATIONS

Computer requirements: 512MB RAM, 900MHz processor and monitor resolution of 1024x768 or higher

Operating systems: Win 7 32-bit, Win 8 64-bit, Windows 10, Mac OS 10.5.4 or higher; compatible with iOS and Android mobile devices

Browsers: Google Chrome, Mobile Chrome, Safari, Mobile Safari, Microsoft Edge

Browser compatibility settings and security requirements: the Learning Management System (LMS) does NOT require any specific compatibility settings aside from support for Secured Socket Layer (SSL) (must support 128-bit SSL encryption).

Plug-in requirements: core application—Java 1.6.22 or higher; reports that export to PDF—Adobe Acrobat Reader 8.0 or higher

Cookies and JavaScript are required to be enabled.

CUSTOMER SUPPORT

For support using the Cornerstone LMS reports please visit our Frequently Asked Questions (FAQ) page on the Jeppesen Learning Center at: <https://jeppdirect.csod.com>. The Jeppesen Learning Center home page also has contact information for sales and tech support.

For additional help with online training purchases, please visit:
https://support.jeppesen.com/product?pc=Training&pid=Jeppesen_Learning_Center.

PAGE FEATURES AND NAVIGATION

Use standard controls to adjust the audio volume, play or pause the content and replay the page. Select the next or previous page to navigate through the lesson.

The screenshot shows a video player interface for a lesson titled "Operating Your Transponder". The video content shows a light blue Cessna aircraft on a runway. The interface includes several control elements:

- Open and Close the Lesson Menu:** A hamburger menu icon in the top left corner.
- Get Help:** A "HELP" button in the top right corner.
- Adjust the Volume:** A vertical volume slider on the left side of the video frame.
- Play or Pause:** A play/pause button at the bottom left of the video frame.
- Rewind or Fast Forward:** A scrubber bar with a blue progress indicator at the bottom of the video frame.
- Replay the Page:** A circular refresh icon at the bottom right of the video frame.
- Return to the Previous Page:** A left-pointing arrow labeled "PREV" at the bottom right of the video frame.
- Advance to the Next Page:** A right-pointing arrow labeled "NEXT" at the bottom right of the video frame.

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Adjust the Volume
Use the slider to adjust the volume. Check your computer volume settings if you do not achieve the desired result.

Play or Pause

Rewind or Fast Forward
Drag the Scrubber Bar to move to the end of the page or rewind to see content again.

Replay the Page
Watch the content again from the beginning of the page.

Return to the Previous Page
The previous page will begin playing automatically.

Advance to the Next Page
The next page will begin playing automatically.

Get Help
Open the User Interface Guide to help you understand the features of the online course and successfully navigate through the lessons.

PAGE TYPES
Introduction and Summary pages are designed with a standard format to list the topics of each lesson.



ATC Services

- ADS-B System
- Radar
- Transponders
- Flight Service
- ATC Facilities

HELP

Introduction

The first page of the lesson familiarizes you with the subject matter, lists the topics in the lesson, and states the:

- Lesson objective.
- Completion standards.
- References.

Lesson Objective

Gain an understanding of the types of services provided by air traffic controllers and Flight Service and recognize how to obtain these services.

Completion Standards

Complete the evaluation for this lesson with a minimum passing score of 80%.

References

Private Pilot Textbook:
Chapter 5, Section A — ATC Services

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☰
HELP

ATC Services

- ✓ ADS-B System
- ✓ Radar
- ✓ Transponders
- ✓ Flight Service
- ✓ ATC Facilities

Congratulations!

You have finished the instructional portion of this lesson.
To exit, close your browser.

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< PREV
NEXT >

Summary

The last page of the lesson lists the topics you explored and indicates that you have completed the lesson.

You may exit the lesson by closing the browser or you may return to pages for review by selecting PREV or using the Menu.

PAGE TYPES

Primary Content pages present the lesson subjects and the corresponding Knowledge Checks enable you to verify your understanding of each concept explored in the lesson.

ADS-B System Components

Global Positioning System (GPS)
GPS provides aircraft position information.

ADS-B In Receiver
Aircraft with ADS-B In receive the lateral position, altitude, and velocity of transmitting aircraft and present this data on the cockpit display of traffic information (CDTI).

ADS-B Out Transmitter
Aircraft equipped with ADS-B Out transmit line-of-sight signals to ATC ground receivers and to aircraft receivers.

ADS-B Ground Stations
Ground stations receive signals from the aircraft and broadcast its lateral position, altitude, and velocity to controllers once per second.

Air Traffic C

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Primary Content Pages
These pages explore the concepts and ideas that that you need to know to pass the FAA knowledge and practical tests. Comprehensive explanations of topics are presented using audio, text, innovative graphics, animations, video, and interactivity.

Knowledge Checks
Multiple-correct, fill-in-the-blank, and drag-and-drop activities enable you to check your understanding of the objectives covered by each Primary Content page.

ADS-B System Components

Match each ADS-B component to the correct description.

Fill in the blanks, and then click **Submit**. **SUBMIT**
Correct.

A. Receives signals from the aircraft and broadcasts the aircraft lateral position, altitude, and velocity to controllers.	Global Positioning System (GPS)	<input type="text" value="B"/>
B. Provides aircraft position information.	ADS-B Ground Station	<input type="text" value="A"/>
C. Receives the lateral position, altitude, and velocity of transmitting aircraft and presents this data on the CDTI.	ADS-B Out Transmitter	<input type="text" value="D"/>
D. Transmits line-of-sight signals from the aircraft to ATC ground receivers and to aircraft receivers.	ADS-B In Receiver	<input type="text" value="C"/>

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PREV NEXT

LESSON MENU AND STATUS

Use the menu to navigate to pages in the lesson and to determine your status within the lesson. Page titles and numbers help to orient you.

MENU HELP

- ▼ GL14 ATC Services
 - Introduction
 - ▶ ADS-B System
 - ▶ Radar
 - ▼ Transponders
 - Transponder Modes
 - Transponder Codes
 - Operating Your Transponder**
 - ATC Transponder Instructions
 - Transponder Inspection
 - KC - Transponder Modes
 - KC - Transponder Codes
 - KC - Operating Your Transponder
 - KC - ATC Transponder Instructions
 - KC - Transponder Inspection
 - ▶ Flight Service
 - ▶ ATC Facilities

Operating Your Transponder

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Open and Close the Lesson Menu

View the Topics and Pages on the Lesson Menu

The Lesson Menu displays the topics and pages within the lesson. Expand each topic to display the page titles. You may select a specific page from the menu.

Know Your Location

The Lesson Menu displays the active page title as blue.

Know Your Status

The Lesson Menu displays pages that you have visited as light gray. Pages that you have yet to visit are darker gray.

Knowledge Check page titles are preceded by the abbreviation KC.

Know the Topic Page

The page you are on and the total number of pages within the topic are shown.

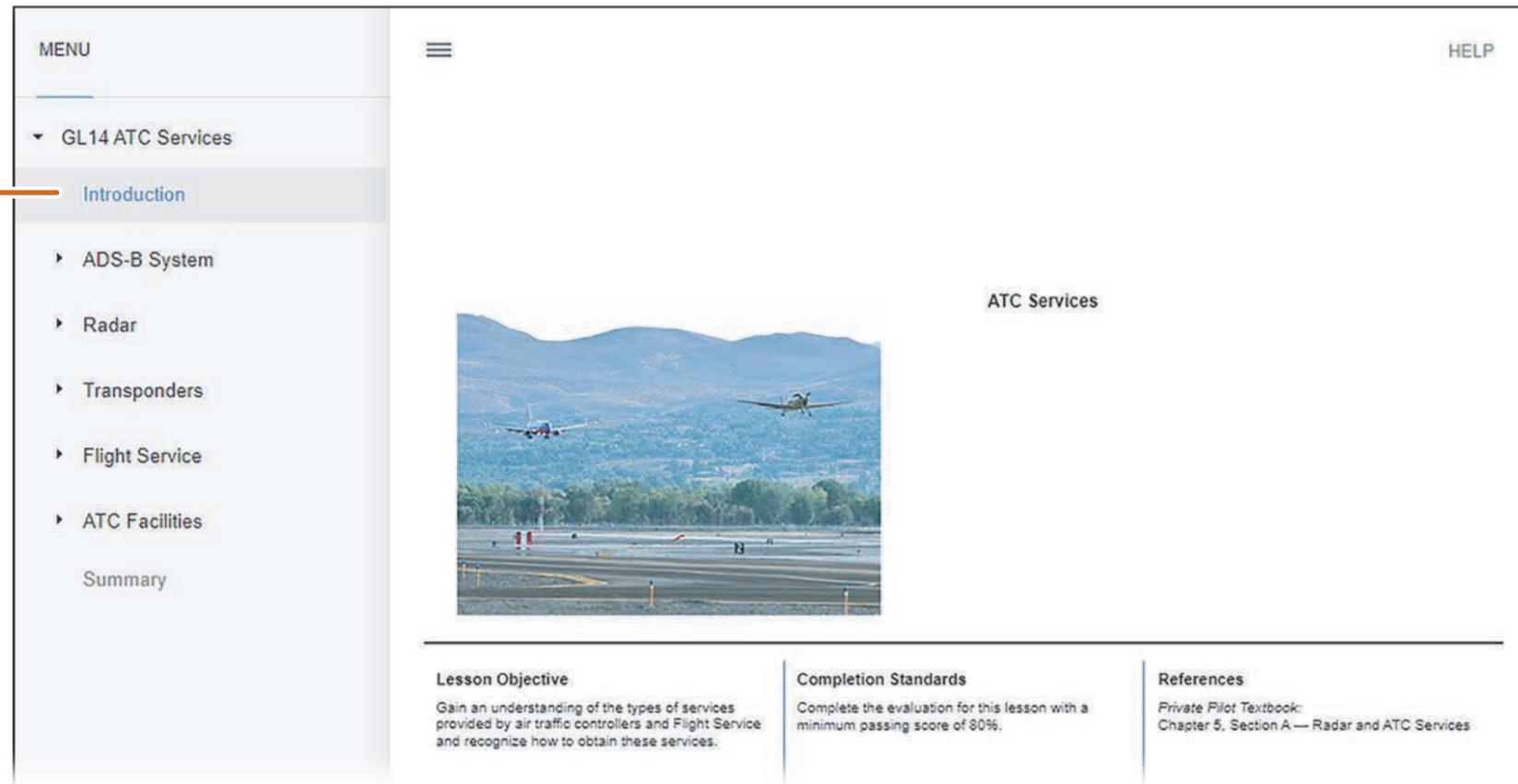
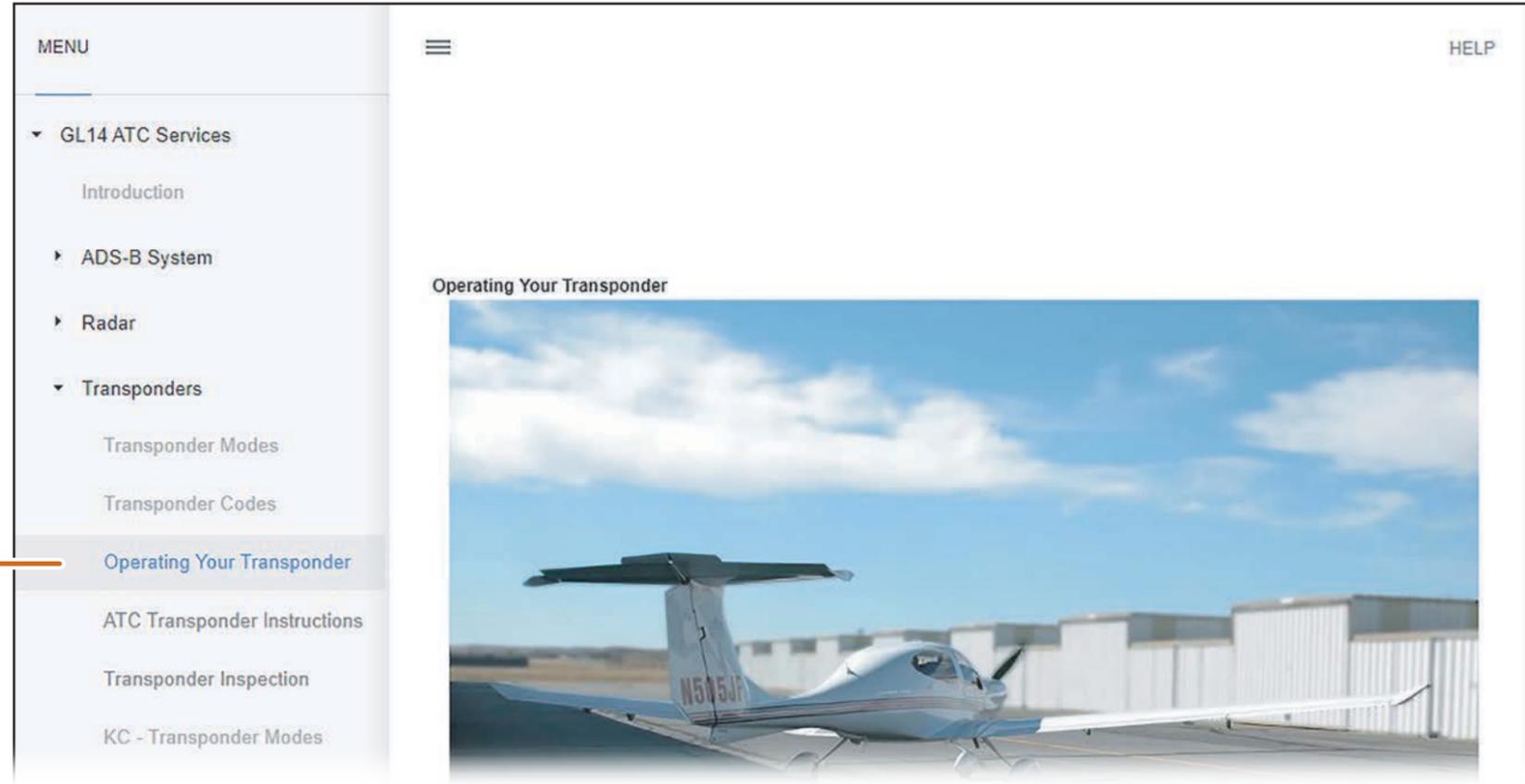
RESUME AND RESTART

When you launch a lesson after exiting, you have the option to resume or restart the lesson.

Resume the Lesson
 Select **Resume** to continue the lesson on the page you last visited and to track the pages that you have visited previously. Visited pages are shown as light gray.



Restart the Lesson
 Select **Restart** to return to the first page of the lesson and reset all pages on the menu to a not-visited status—dark gray.



TRAINING PROGRESS

By selecting **View Training Details**, you can determine whether you have started or completed a specific lesson.

The screenshot shows two lesson cards in a course curriculum. The first card is titled "Private GL14 - ATC Services" with a status of "In Progress" and "Due: No Due Date". The second card is titled "Private GL14 - Radar and ATC Services Exam" with a status of "Not Activated" and "Due: No Due Date". A blue "Launch" button is positioned to the right of the first card, with a dropdown menu open below it. The dropdown menu contains three options: "Launch", "View Training Details", and "Move to Archived Transcript".

View Lesson Progress
To view your progress in a lesson from the Course Curriculum Menu, select **View Training Details** from the Launch button drop-down menu.

Lesson Status—Registered
You are registered for this lesson but have not visited any lesson pages.

The screenshot shows the "TRAINING PROGRESS" section for a lesson with a status of "Registered". It features a progress bar at 0% (0 of 1 units complete), a view time of 0 hours and 0 minutes, and a link to "View details of modules for Private GL14 - ATC Services".

Lesson Status—In Progress
You have visited pages in the lesson but you have not completed the lesson.

The screenshot shows the "TRAINING PROGRESS" section for a lesson with a status of "In Progress". It features a progress bar at 0% (0 of 1 units complete), a last accessed date of 11/6/2020, a total view count of 1, and a view time of 15 minutes. A link to "View details of modules for Private GL14 - ATC Services" is also present.

Lesson Status—Completed
You have visited all the pages in the lesson.

The screenshot shows the "TRAINING PROGRESS" section for a lesson with a status of "Completed". It features a green progress bar at 100% (1 of 1 units complete), a last accessed date of 11/10/2020, a total view count of 2, and a view time of 35 minutes. A link to "View details of modules for Private GL14 - ATC Services" is also present.

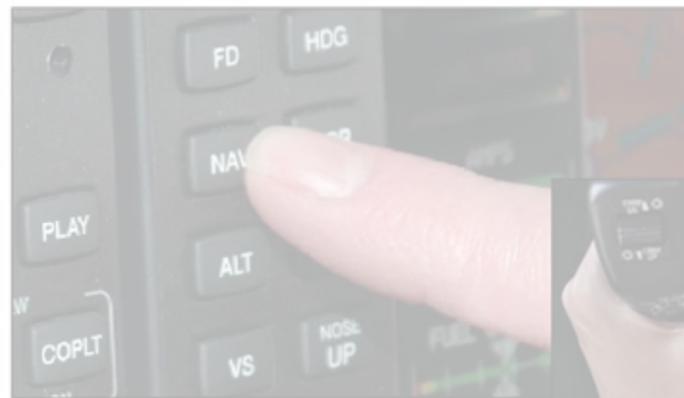
MORE INFORMATION AND EXAMPLES

Select **More Information** and **Example** buttons to expand your knowledge of a concept presented on a Primary Content page. These buttons typically appear on the page near the specific concept to which they apply.

Managing Automation Effectively

Automation management is programming and using the most effective modes of cockpit automation to ensure successful completion of flight operations.

To manage automation, you must:



Be proficient in programming the equipment in your airplane for specific procedures.



Know when and when not to use automation to reduce workload.



Determine the current mode, anticipate the next mode, and recognize any unanticipated mode of automation.



Explore More Information
Display a window with information to enhance your understanding of the subject.



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DOCUMENTS AND AUDIO EXAMPLES

In addition to being included on some Primary Content pages, you can open documents and listen to audio examples to help you complete activities on Knowledge Check pages.

Listen to an Audio Example
Hear recordings, such as pilot briefings, radio calls, air traffic controller instructions, or airport and weather information.

Approach Overview

As you near your destination, Rice Lake Regional Airport in Wisconsin, you listen to AWOS:

When performing an approach overview for the ILS Runway 1 approach, what items apply to this procedure?

[Click here to view the associated chart excerpt.](#)



Drag and drop the letter of each correct answer in the appropriate blank, and then click Submit.

SUBMIT

Obtain a Document
Open a pdf document of content, such as charts, weather reports, checklists, and excerpts from aircraft manuals.

- A. The weather conditions are below the landing minimums for the ILS approach.
- B. Runway 1 has a displaced threshold and a usable landing distance of 6,500 feet.
- C. The weather conditions are above the landing minimums for the ILS approach but below those for the localizer approach.
- D. Runway 1 has runway end identifier lights (REIL) but no approach light system.
- E. If you do not have the local altimeter setting, circling to Runway 19 is not authorized.
- F. There are two towers with heights over 1,300 feet MSL near the missed approach path.
- G. High terrain over 3,000 feet MSL surrounds the airport.
- H. ADF is required, and the visual glide slope indicator path and the ILS glide path do not coincide.

- Landing Minimums
- Terrain and Obstacles
- Unique Procedure Features
- Airport Information

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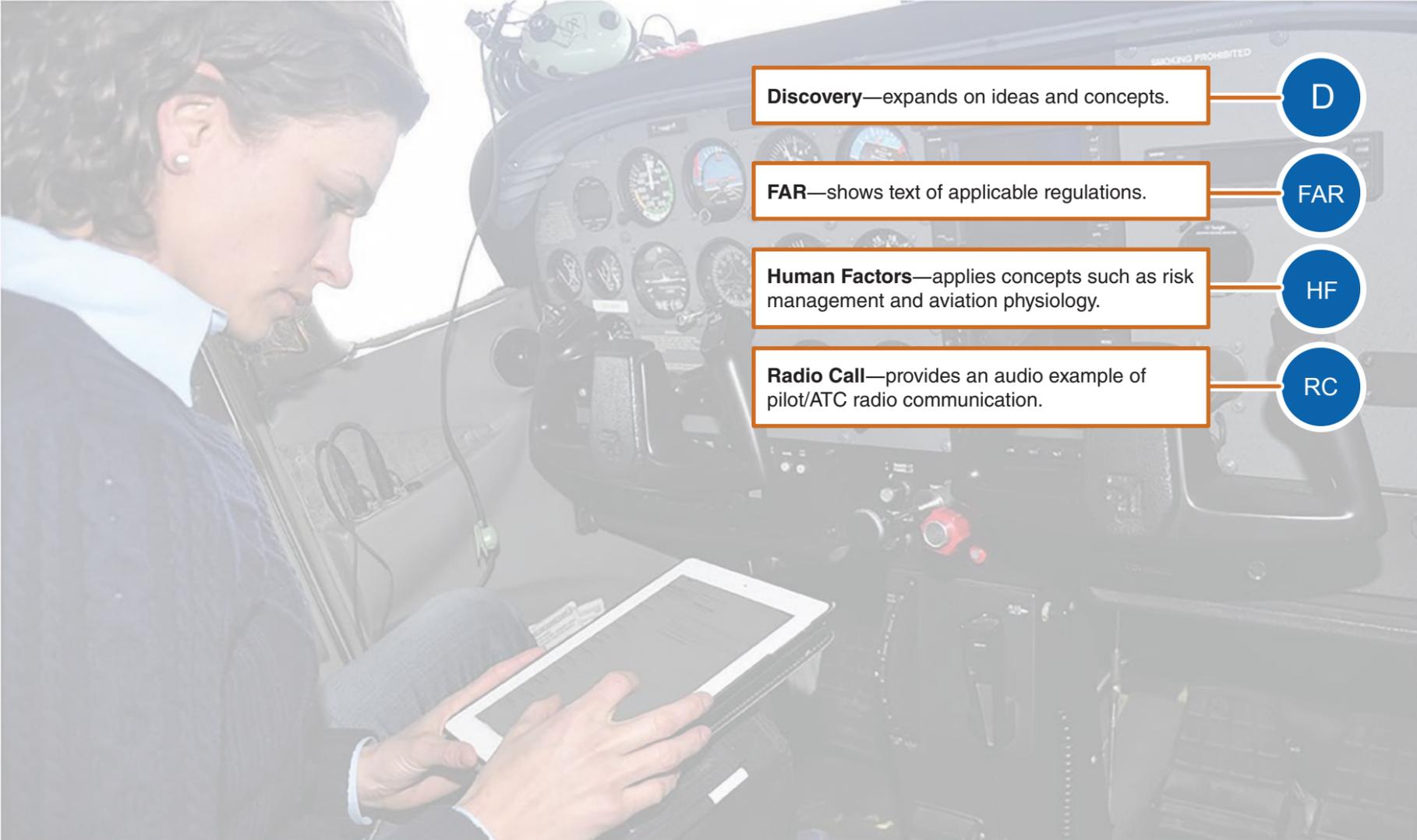
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Audio player controls including volume, play/pause, progress bar, refresh, and navigation buttons (PREV, NEXT).

ENRICHMENTS

Enrich your knowledge of subjects by selecting buttons that appear on the right side of some Primary Content pages.

Using Flight Service



Discovery—expands on ideas and concepts. **D**

FAR—shows text of applicable regulations. **FAR**

Human Factors—applies concepts such as risk management and aviation physiology. **HF**

Radio Call—provides an audio example of pilot/ATC radio communication. **RC**

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◀ ▶ 🔊 🔁 ⏪ PREV NEXT ⏩

MANEUVER STEPS

In the Maneuvers lessons, select a numbered button to experience each step as you would during a flight lesson through video.

Steps for Performing a Steep Turn

Maintain the angle of bank and the altitude.

- Establish and maintain a reference point on the airplane to the horizon.
- Verify the correct bank angle by referring to the attitude indicator.
- Verify the proper pitch attitude to maintain altitude by referring to the altimeter and the vertical speed indicator.

Establish the turn.

- Roll into a coordinated 45°-bank turn.
- Add power and increase back pressure on the control stick to maintain altitude.

Roll out on the entry heading and altitude.

- Lead the desired heading by $\frac{1}{2}$ of the bank angle, approximately 20°.
- Decrease back pressure on the control stick.
- Reduce power.

Establish references and the proper airspeed.

- Select a prominent landmark on the horizon for a heading reference.
- Note the heading and altitude by referring to the instruments.
- Verify that you are at or below maneuvering speed (V_A) by referring to the airspeed indicator.

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Watch the Maneuver Step
 Selecting a flashing numbered step provides a point-of-view video of the maneuver step.

Step 4: Roll out on the entry heading and altitude. ✖

⏮ ⏪ ⏩ ⏭ ⏮ PREV NEXT ⏭

INSTRUMENT CHARTS

In the Instrument Pilot Course, learn about both FAA and Jeppesen chart formats and how to interpret chart symbology to fly procedures.

[HELP](#)

FAA Chart

Jeppesen Chart

Flight Path Depiction

The flight path depiction on the Jeppesen Profile View has several unique features. For example, a localizer-only course is depicted for the ILS procedure as a reference for flying the approach without the glide slope. Also, a VNAV descent profile is shown on many nonprecision approach charts.

Procedure Turn

- The distance from the final approach fix (FAF) or outer marker (OM) within which you must complete the procedure turn is shown next to the procedure turn path.
- The outbound magnetic course is shown.
- The minimum altitude to complete the procedure turn is shown along the path.

Select a Chart Format

Switch between FAA and Jeppesen formats to explore instrument chart features.

Inbound Approach Path

You intercept the localizer inbound on a course of 008° to fly the final approach segment.

The precision approach path continues on the glide path to the decision altitude while the nonprecision approach path shows a level flight path after the airplane reaches the minimum descent altitude.

ex

FULL CHART

ex

View the Full Chart

See the entire chart from which the excerpt is taken.

Inbound Approach Path

- The inbound magnetic course of the final approach segment is shown in bold type.
- An arrow represents the glide slope.
- A solid line depicts the approach path. An

ex

VNAV Descent Profile

A gray dashed line and a descent angle in brackets indicate a recommended descent path from the FAF to the threshold crossing height (TCH). Use of this information is optional.

Read a Procedure Example

Selecting the example button provides a practical example of the instrument procedure shown on the chart.

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KNOWLEDGE CHECKS

Select answers, fill in blanks, or drag and drop choices to complete activities on Knowledge Check pages.

Complete the Activity
Follow the instructions to check your knowledge on lesson objectives. Knowledge Checks may be repeated and are not scored.

Submit Your Answers
Select **SUBMIT** to reveal the correct answers.

Operating Your Transponder

Select the true statements regarding setting your transponder.

Select all that apply, and then click Submit.

SUBMIT

Before you taxi from parking, select the altitude reporting mode (ALT) and enable ADS-B.

After landing, select STBY when taxiing to parking.

When airborne, operate ADS-B equipment in the transmit mode only when requested by ATC.

Select STBY or OFF for taxiing to the runway.

If ATC requests it, press IDENT.

Press IDENT right before takeoff to enable the controller to establish positive contact.

Do not select the altitude reporting mode (ALT) until ready for takeoff.

When airborne, operate on ALT and maintain ADS-B Out transmissions.

When airborne, operate ADS-B equipment in the transmit mode unless otherwise requested by ATC.

Reset the Activity
Clear the answers to repeat the activity.

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Summary

Through this User Interface Guide, you have learned how to navigate in the Jeppesen Online Pilot Training by using the controls on each page and you have been introduced to the lesson components, including:

- Page Features and Navigation.
- Page Types.
- Lesson Menu and Status.
- Resume and Restart.
- Training Progress.

You have also explored the various features found on lesson content pages, including:

- More Information and Examples.
- Documents and Audio Examples.
- Enrichments.
- Maneuver Steps.
- Instrument Charts.
- Knowledge Checks.