

# AIRBOX ACANS USER MANUAL V3.1 FOR BRISTOW UK SAR

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SAMPLE

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## 1. Introduction

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This Airbox ACANS User Manual is written to provide you, the user, with more information about the setup and operation of the software within UK SAR. This document is primarily newly written material, as well as using some information extracted from the Airbox ACANS User Guide, the QID 326, and general iPad use. The manual assumes the user has a general understanding of how to use an Apple iPad.

A brief overview of what you can find in this manual:

Chapter 1 "Introduction"	Introduces this manual, how to use it, and provides brief description of all chapters in this table
Chapter 2 "Setup"	Explains how to install the software, how to set it up for (first) use, gives an overview of the screen layout, and explains how to download/delete updates.
Chapter 3 "The in-flight map screen"	Explains how to pan and zoom, as well as new overlays displayed on your screen relating to in-flight situations
Chapter 4 "Different maps and overlays"	Explains the different maps, company databases, and overlays that can be displayed on your map screen
Chapter 5 "Routes"	Explains the various ways of creating a route, adding waypoints and how they are displayed on your screen
Chapter 6 "Finding your destination"	Explains how to use the search bar, SAR tab, Airfield tab, and how to find a location with coordinates or grid-references
Chapter 7 "Route briefing"	Explains how to create and read a route briefing, what information is provided and how to use auto/manual weather functions
Chapter 8 "Tracking & advanced planning"	Explains the tracking ability and advanced techniques, as well as looking at opening and sharing journey logs, and connecting with the PC version
Chapter 9 "Final Note"	Ends the manual with a note for feedback and contact details for the author and Bristow UK SAR IT dept.
Annex A	An overview of the standard application setup.

### 1.1 HOW TO USE THIS GUIDE

For this guide to flow in a logic and easy-to-follow order, a route has been created that covers all items that are considered necessary for safe operation of the Airbox ACANS software.

Initially, the manual will begin by getting you to set up the software according to the standard settings found in Annex A, before going into explaining all the icons that appear on the screen during various phases of planning and flight. It will then take you through creating a route step-by-step, followed by finding new destinations while enroute using all available options. Lastly, it will explain the extra options the application offers for advanced planning and SA enhancement.

### 3. THE IN-FLIGHT MAP SCREEN

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On page 14, the manual provided you with the overview of the map when you first start the application. In this chapter, it will take you a step further and have a look at all some of these items in depth, as well as additional ones that can appear on your screen while flying.

*Items relating to routes are not covered in this chapter, as they will be explained in chapter 5.*

Let's begin by explaining how you can move around on the map, as there are multiple ways of doing this.

#### 3.1 NORTH / TRACK UP

The map can be configured to display in either 'Track Up' mode or 'North Up' mode. If you have 'Track Up' selected in the settings menu, a compass icon will appear in the top-left corner of your screen. Whenever the aircraft moves, it will be pointing upwards, and you'll notice the compass rotating as you go. By tapping the compass, the map will be orientated 'North Up'. While in 'Track Up' mode, you can rotate the map with your fingers as explained below. Be aware that as soon as you "lock onto" your aircraft (see chapter 3.3), the map will automatically revert to 'Track Up' mode.



In 'North Up' mode, the map will be fixed, and the aircraft will move in any direction as you fly. You'll notice that the compass is not displaying at the top-left corner and rotating the screen with the use of your fingers is not possible.

#### 3.2 PANNING & ZOOMING

Airbox ACANS provides the user with multiple ways of manipulating the screen.

##### 3.2.1 USING A TETHERED STYLUS

You can pan around the map using a tethered stylus (iPad pen) by simply pressing the tip on the screen and dragging in the required direction. You can zoom in or out by pressing the zoom + or – buttons, which can be found in the bottom-right corner (see next page, they need to be enabled via the settings menu if these do not appear).

The stylus can be used to select any point or button within Airbox ACANS and is especially useful whilst wearing flying gloves.

##### 3.2.2 ONE FINGER

You can pan around the map, select buttons, and type when using the application without flying gloves (the app does respond to input with gloves when pressed positively).

##### 3.2.3 TWO FINGERS

Placing two fingers on the map and holding them there produces a virtual ruler (see chapter 8.2.8 'Visual Measuring Tool'). The ruler displays distance, time between two points and an estimated fuel burn.

## 7. ROUTE BRIEFING

Whenever you create a route within Airbox ACANS, the software will automatically create a route briefing for you. The route briefing can be accessed through the 'Route Briefing' tab, or via the 'Route' icon in the top-bar and selecting 'Route Briefing > Launch Route Briefing' (note the latter will bring up a new page instead of the 'Route Briefing' tab..

The brief includes useful information related to your route, such as aircraft data, route legs (including distance, time, speed, and fuel burn), frequencies, and airspaces. Each of those items will be discussed in further detail within this chapter.

### 7.1 ENTERING WIND INFORMATION

For the route briefing to present you with accurate data, it is important that you understand what inputs are being used. Airbox ACANS allows for three different types of wind input, which are 'Forecast', 'Manual', and 'None'. To access and change these settings, open the 'SAR' tab or the 'Route' icon > 'Route Briefing'. At the top of either menu, you can select which type of wind-input you'd like to use. Depending on your selection, more options will become available.

When you select 'Forecast', Airbox ACANS will use the most recent downloaded weather data available. It is important to realise that outdated weather data may have a significant effect on your in-flight planning and subsequent briefing page. By selecting 'Manual', two additional input boxes appear, which allow you to enter the direction and strength of the wind. This option is especially useful when in-flight planning. If 'None' is selected, no wind data is used and Airbox ACANS will assume "zero-wind" conditions.

If you are planning to fly the route at a later date, you can adjust the displayed information by changing the departure time. This can be done via the 'Route' icon > 'Route Briefing' option. Enable the 'Use specific departure' by tapping the slider (it will turn green) and adjust the information presented in the additionally displayed menu.

The screenshot shows the 'Route Briefing Config' screen. At the top left is a back arrow and the title 'Route Briefing Config'. Below this is a 'SETTINGS' section with three tabs: 'Forecast', 'Manual', and 'None'. The 'Forecast' tab is selected. Underneath are two input fields: 'Direction (Degrees)' with the value '0' and 'Strength (kt)' with the value '0'. Below these is a 'SET DEPARTURE TIME' section with a toggle switch for 'Use specific departure', which is currently turned off. At the bottom, there is a section for 'ROUTE BRIEFING: NIEK - HUMBERSIDE - GRAYRIGG' and a 'Launch Route Briefing' button with a map icon.

### 7.2 ROUTE BRIEFING IN DETAIL

With the information above in place, the next step is to load the route briefing. As mentioned in the introduction, this can be done in two ways.

The first way is by opening the 'Route' icon at the top of the screen and selecting 'Route Briefing'. At the bottom of this sub-menu, we can see the option 'Launch Route Briefing'. When you select this option, a new page will be loaded with the full briefing.

The second way is by tapping the 'Route Briefing' tab on the left-side of your screen. This will display the brief while remaining on your main screen and allows for quick access to the map if required. Using this option is particularly useful when used as a reference in-flight.