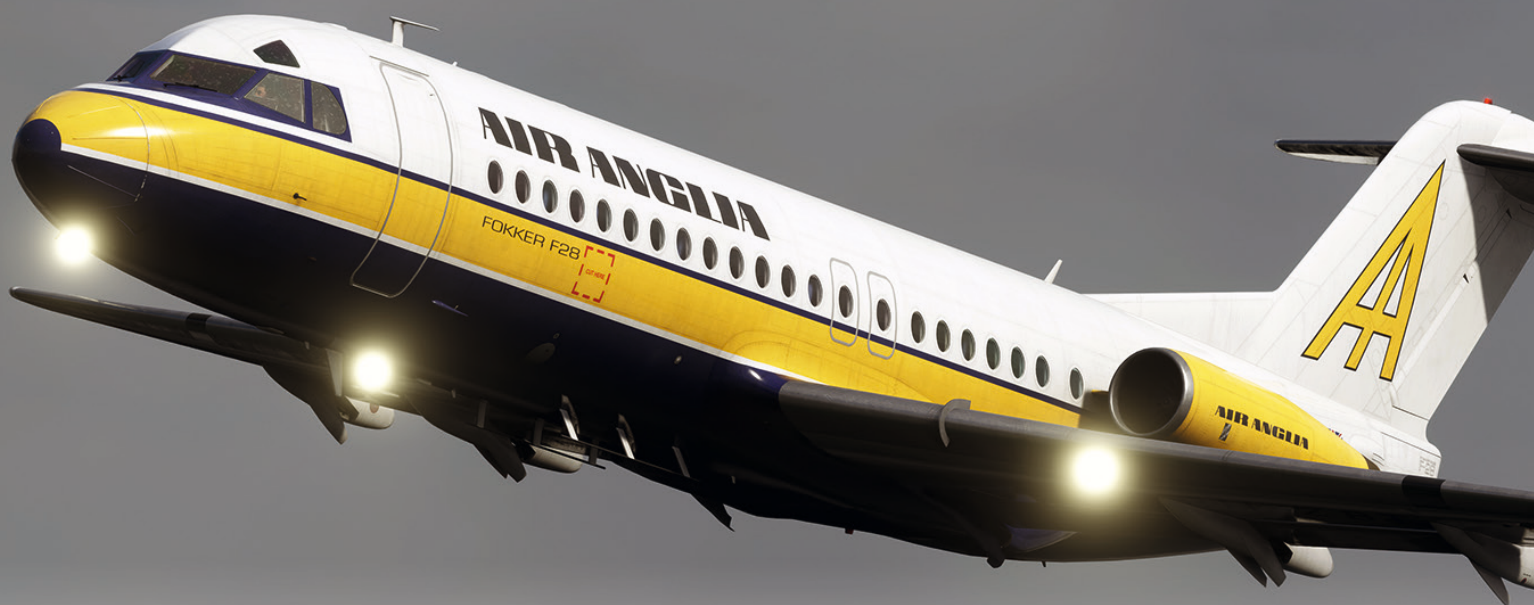




F28

PROFESSIONAL

ELECTRONIC FLIGHT BAG (EFB)



Just Flight™



Electronic Flight Bag (EFB)

Please note that this manual is specifically for the Electronic Flight Bag (EFB) installed in the Just Flight F28 Professional add-on for Microsoft Flight Simulator.

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EFB OVERVIEW



The aircraft is equipped with an Electronic Flight Bag (EFB) tablet which is divided into two main areas:

1. An Electronic Flight Bag (EFB) which can be used for viewing your SimBrief operational flight plan (OFP), monitoring your position on a moving map, viewing your Navigraph charts and making notes.
2. An Aircraft app for controlling various aircraft options and payload.

The tablet can be powered on/off with the physical power button, located on the lower right side of the device. The physical 'Home' button can be used to return to the EFB menu from the Aircraft app. The EFB can be hidden by using a clickspot on the air vent on the cockpit side panels.



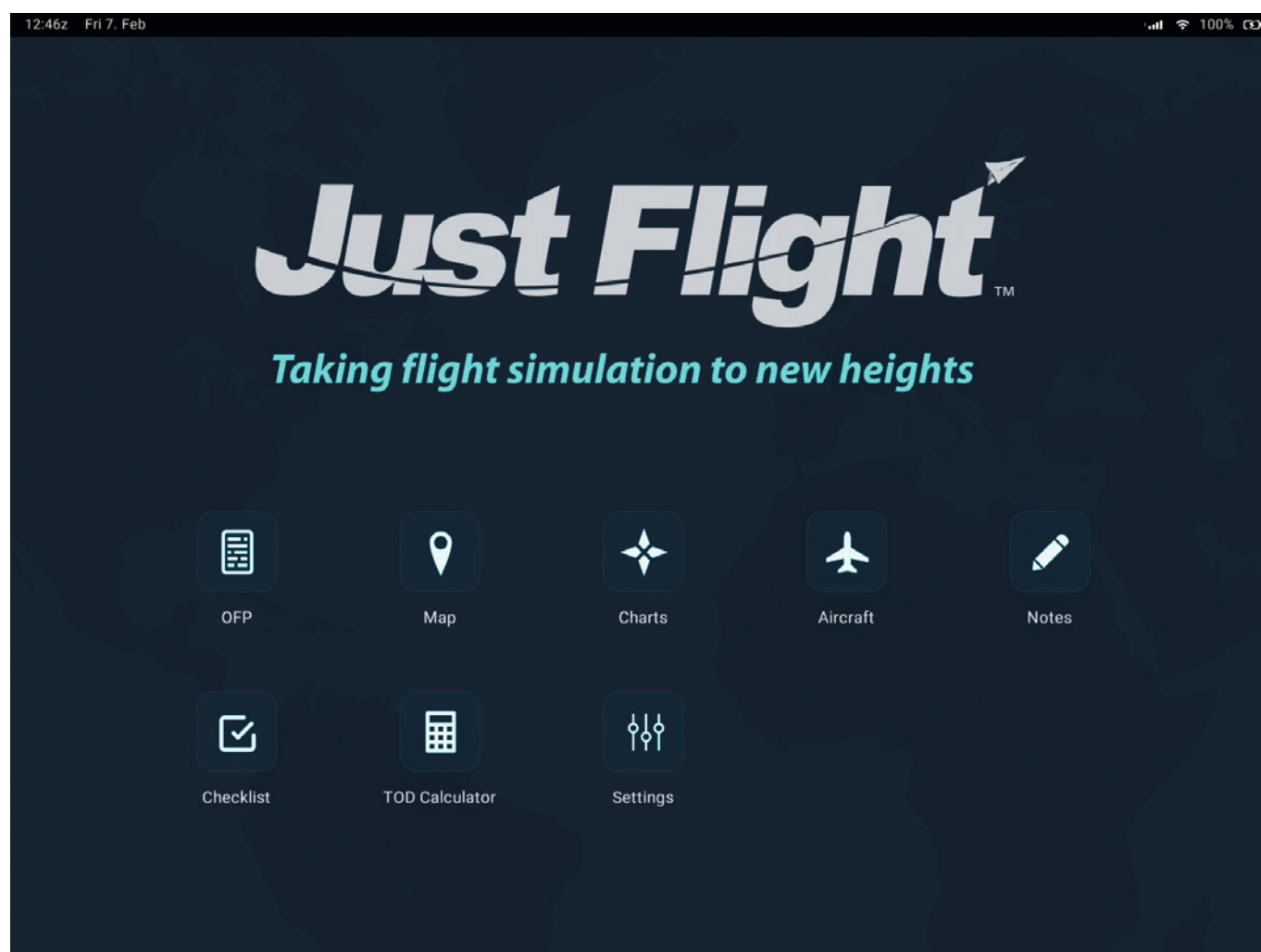
The Home page of the EFB shows the icons of the various applications (apps) that are available to use. Pressing one of these icons will open the respective app.

The top bar of the EFB shows the current simulator time and date in the top left corner, as well as the current battery status of the tablet in the top right corner. The battery will drain over time if the aircraft's electrical power (ESS DC) is switched off and will recharge once it is powered on again.

The tablet will automatically move between the Captain and Co-pilot sills depending on the selected camera view. Both tablets can also be fitted at the same time by clicking on both air vents.

The tablet can be moved between the cockpit side wall and side window by clicking on the bezel area above or below the screen.

The background on the EFB can be changed to an image of your choice by replacing the app_background.png file in the following file directory: ...\\Community\\justflight-aircraft-f28\\html_ui\\Pages\\VCockpit\\Instruments\\Airliners\\JF_F28\\EFB\\img\\app_background. The recommended file size is 2048x1536 in a .PNG format.



OPERATIONAL FLIGHT PLAN (OFP)

The OFP app allows you to view your latest SimBrief OFP and displays its information conveniently within the simulator.

On selecting the OFP app you will be prompted to enter your SimBrief pilot ID to access your last exported flight plan. Alternatively, you can choose to identify yourself via your SimBrief username by enabling the 'OFP: Username login' setting in the EFB settings.

Once you have entered your SimBrief credentials and pressed the 'Continue' button, you are presented with a summary of your active OFP, including origin and destination airports, scheduled timings, flight number, route information, weather, and fuel and payload.

12:47z Fri 7. Feb

OFP

100%

ORIGIN EGNM - 16:55z	DESTINATION LFPO LF0B 18:02z	AIRLINE AQ FLIGHT NO 28
--	--	---

ROUTE

DCT POL DCT MCT DCT LISTO P18 STAF A L8 HON UN859 LGL A34 BOBSA BOBS9W

AVG ISA M008	AVG W/C P000	AVG WIND 256 / 19
------------------------------------	------------------------------------	---

ZERO FUEL WEIGHT 22900 kg	BLOCK FUEL 5565 kg	CRUISE ALTITUDE 28000 ft	DISTANCE 484 NM
---	--	--	---------------------------------------

RELOAD

LOGOUT

SUMMARY

METAR

OUTPUT

Pressing the METAR button at the bottom of the page allows you to view the wind information for the origin, destination and alternate airports listed in the OFP. This information is shown in both raw and simplified forms.

12:47z Fri 7. Feb

OFP

100%

ORIGIN

EGNM

PRESSURE

29.85inHg / 1011.00mb

TEMPERATURE

7.00°C / 44.60°F

VISIBILITY

10000m / 6mi

WIND

250deg, 13kts

EGNM 251550Z 25013KT 9999 FEW021 SCT041 07/03 Q1011

DESTINATION

LFPO

PRESSURE

29.83inHg / 1010.00mb

TEMPERATURE

9.00°C / 48.20°F

VISIBILITY

8000m / 5mi

WIND

310deg, 15kts

LFPO 251530Z 31015G25KT 280V340 8000 -RA BKN013 BKN044 09/07 Q1010 TEMPO BKN012

ALTERNATE

LFOB

PRESSURE

29.85inHg / 1011.00mb

TEMPERATURE

9.00°C / 48.20°F

VISIBILITY

10000m / 6mi

WIND

300deg, 16kts

LFOB 251530Z AUTO 30016KT 9999 -RADZ SCT013/// SCT039/// BKN060/// ///TCU 09/08 Q1011 TEMPO 33015G28KT 4500 RA BKN013 BKN020 OVC100

SUMMARY

METAR

OUTPUT

To view the full OFP, press the OUTPUT button. The entire flight plan will then be shown in text form, which can be scrolled as desired by using the scrollbar to the right of the OFP output area. A four-arrowed icon at the bottom right corner of the page enables 'click and drag' scrolling on the page itself. With this option enabled, hold left-click anywhere on the page and move your cursor up/down to scroll the page.

12:47z Fri 7. Feb

OFP

100%

[OFP]

AQ0028

25FEB2025

EGNM-LFPO

F28

GJUST

RELEASE 1602 25FEB25

OFP 1

LEEDS BRADFORD-ORLY

WX PROG 2515 2518 2521

OBS 2512 2512 2512

ATC C/S

AQ28

EGNM/LBA

LFPO/ORY

CRZ SYS

M70

25FEB2025

GJUST

1635/1655

1816/1824

GND DIST

484

FOKKER F28

MK.4000

/ SPEY MK.555-15

STA 1810

AIR DIST

484

CTOT:....

G/C DIST

344

MAXIMUM

TOW 33112

LAW 31525

ZFW 28187

AVG WIND

256/019

ESTIMATED

TOW 28193

LAW 25188

ZFW 22900

AVG W/C

M000

AVG ISA

M008

AVG FF KGS/HR

2206

FUEL BIAS

P23.0

TKOF ALTN

.....

ALTN LF0B

FL STEPS EGNM/0280/LISTO/0230/HON/0290

DISP RMKS

NIL

PLANNED FUEL

FUEL	ARPT	FUEL	TIME
TRIP	ORY	3005	0121
CONT 15 MIN		552	0015
ALTN	BVA	850	0023
FINRES		886	0030
MINIMUM T/OFF FUEL		5293	0230
EXTRA		0	0000
T/OFF FUEL		5293	0230
TAXI	LBA	272	0020
BLOCK FUEL	LBA	5565	
PIC EXTRA			
TOTAL FUEL			
REASON FOR PIC EXTRA			

FMC INFO:

FINRES+ALTN

1736

TRIP+TAXI

3277

NO TANKERING RECOMMENDED (P)

I HEREWITH CONFIRM THAT I HAVE PERFORMED A THOROUGH SELF BRIEFING ABOUT THE DESTINATION AND ALTERNATE AIRPORTS OF THIS FLIGHT INCLUDING THE APPLICABLE INSTRUMENT APPROACH PROCEDURES, AIRPORT FACILITIES, NOTAMS AND ALL OTHER RELEVANT PARTICULAR INFORMATION.

DISPATCHER: OLIVE FLORES

PIC NAME: JAMES ALLISON, MAR

TEI: 41 800 555 0199

PIC SIGNATURE:

SUMMARY

METAR

OUTPUT

The OFP data can be refreshed at any time by pressing the RELOAD button at the bottom of the Summary page; this will update the OFP to the last exported SimBrief flight plan.

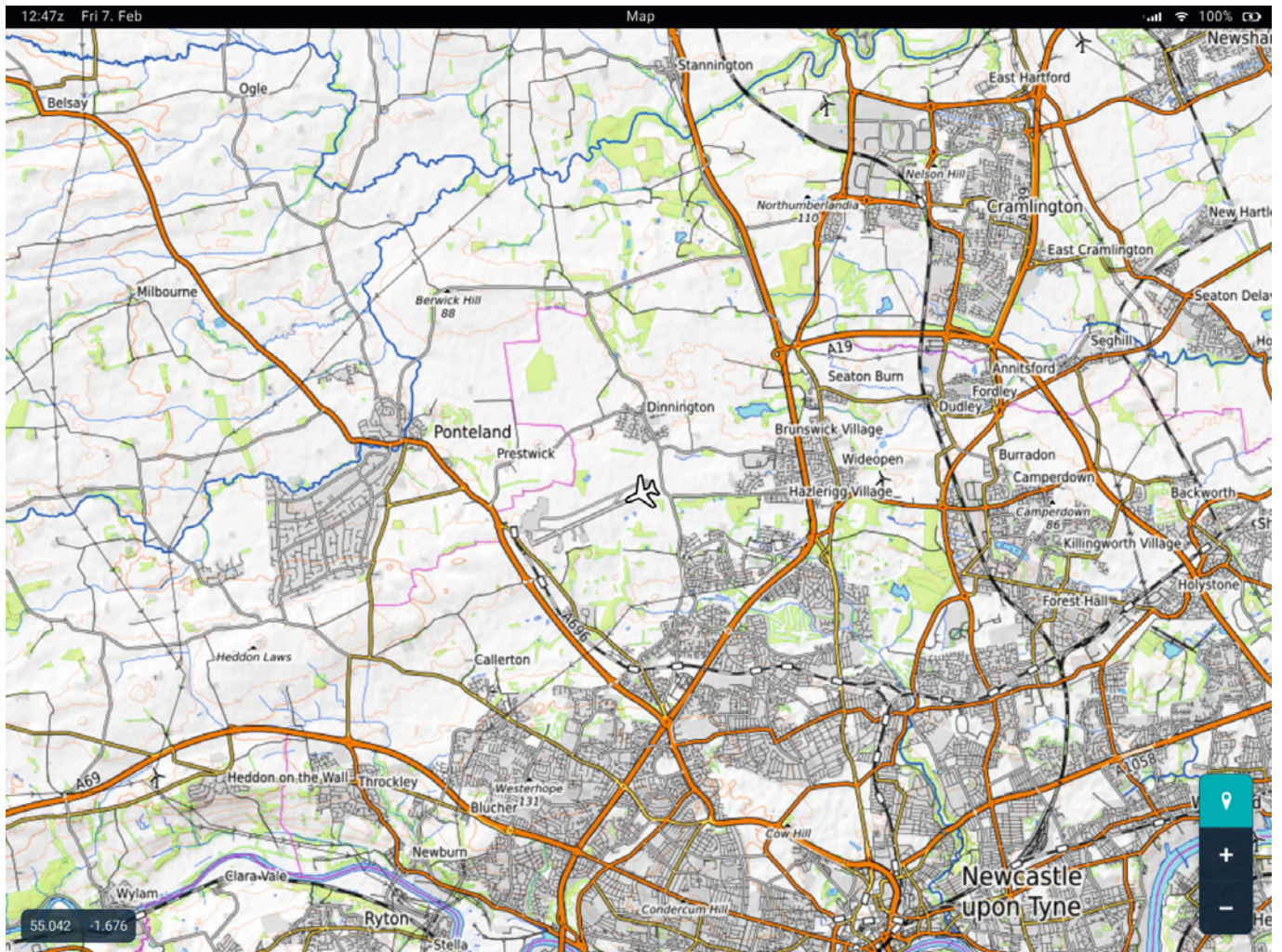
Note: A free Navigraph/SimBrief account is required for this functionality.

MAP

The Map app provides you with a moving map with visual data provided by [OpenTopoMap.org](https://open.topo-map.org).

By default, the map is set to track the aircraft's current position (displayed in the bottom right corner). It is also possible, however, to move the map manually by deselecting the aircraft icon in the bottom right corner of the display and then simply clicking and dragging anywhere on the map. Reselecting the aircraft icon will centre the view back to the aircraft's current position.

The map's zoom level can be adjusted via the '+' and '-' buttons.



CHARTS

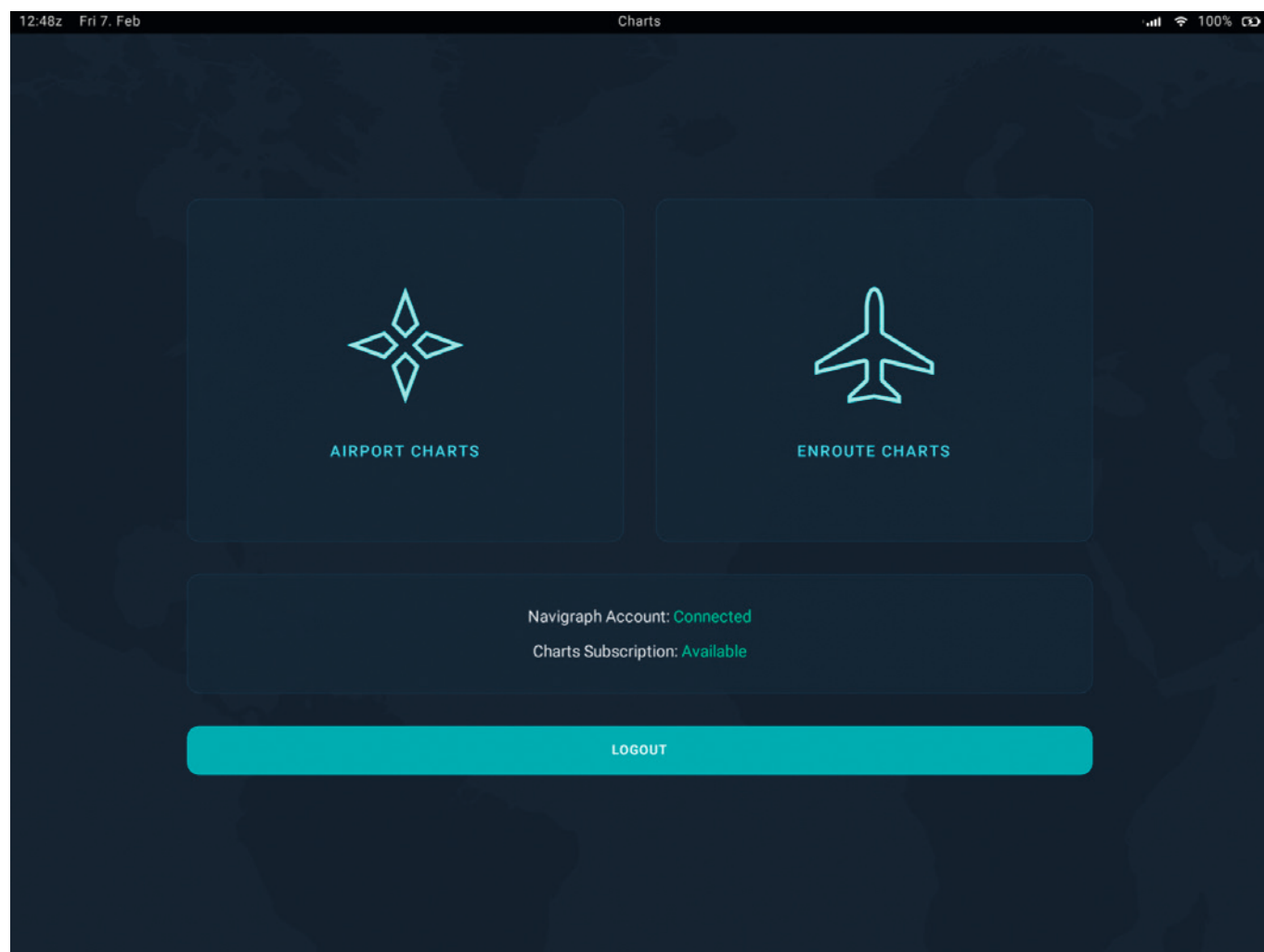
The Charts app allows you to browse aviation charts provided by Navigraph as part of an active Navigraph subscription. A login (via external link or QR code) is required to link the EFB to your Navigraph account when opening the Charts app for the first time. After opening the Charts app for the first time, follow the instructions on the EFB and your external internet browser to complete the linking process.

With a Navigraph account linked, two chart options will be available for selection: AIRPORT CHARTS and ENROUTE CHARTS. Clicking on one of these options will open the respective chart.

A LOGOUT button will unlink the Navigraph account from the EFB.

A 'Navigraph Account' field shows the current login status and the 'Charts Subscription' field shows the status of the Navigraph subscription.

Note: A paid Navigraph subscription is required for the functionality described in this section.



Airport charts

The AIRPORT CHARTS page allows you to search for and view charts for any airport in the world.

An airport's ICAO code can be entered in the ICAO code search field and the charts for that airport can be viewed by pressing the STAR/APP/TAXI/SID/REF buttons.

If a SimBrief OFP has been loaded on the OFP page, charts for the departure and arrival airports can quickly be accessed by pressing the DEPARTURE and ARRIVAL buttons.

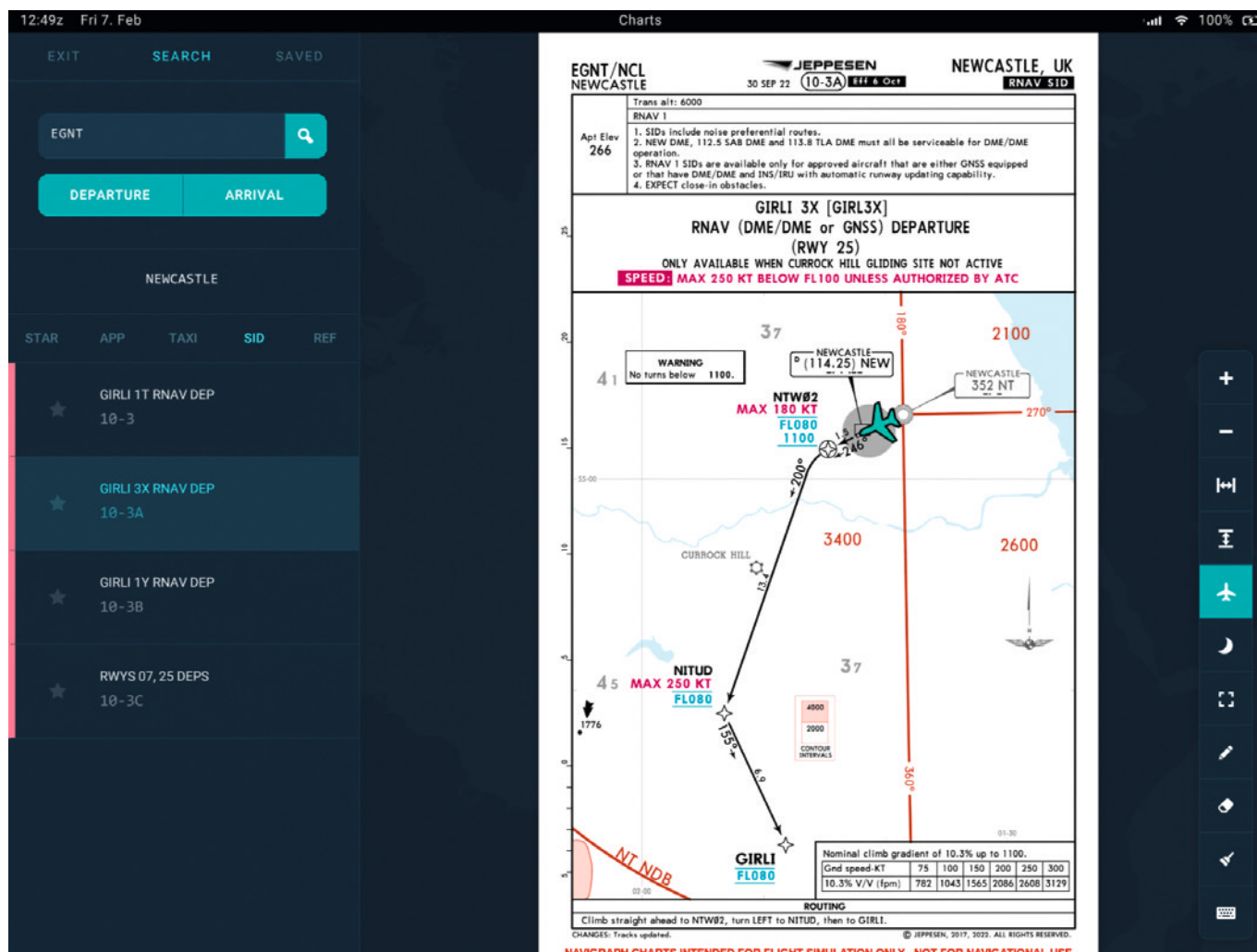
To view a chart, click on one of the charts listed on the left side of the page and the chart will open on the right side of the page. The active chart can be moved/resized/fitted as needed by using the controls at the bottom right of the page. Charts that provide georeferenced data will also display the aircraft's current position in the form of an aircraft icon.

Charts can be annotated by pressing the pen icon at the bottom right corner of the page and then moving your cursor across the page whilst holding left-click. Two eraser options allow you to either erase annotations via the same method or erase all annotations instantly.

To close a chart, click on the selected chart on the left side of the page or select another chart.

Charts can be saved for quick reference by pressing the star icon to the left of the chart's name. The star icon will change colour to indicate that the chart has been saved. All saved charts can be accessed by pressing the SAVED button at the top of the page. Saved charts can be removed from this list by pressing the star icon again.

Pressing the EXIT button at the top left of the page will return the EFB to the opening Charts page where the AIRPORT CHARTS or ENROUTE CHARTS pages can be selected.



Enroute charts

The ENROUTE CHARTS page allows you to view charts covering the various nav aids and airways that are used for navigation between airports.

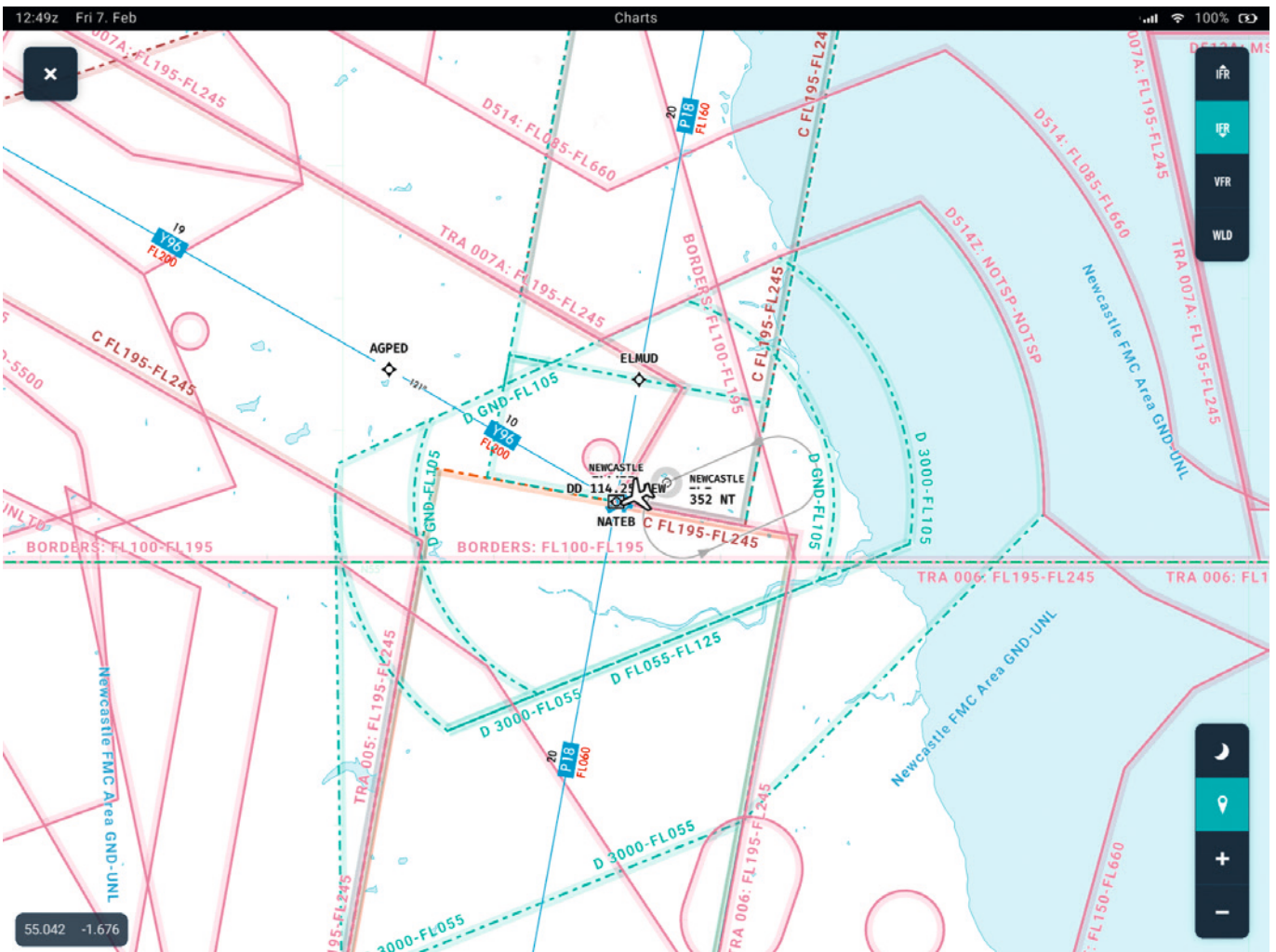
Four options in the top right corner of the page control which chart is shown:

- **IFR High Altitude** – High Altitude IFR charts designated for flights above 18,000ft
- **IFR Low Altitude** – Low Altitude IFR charts designated for flights below 18,000ft
- **VFR** – VFR charts
- **WLD** – world map

Various options at the bottom right corner of the page provide controls for zooming the charts in/out, following the aircraft's present position and toggling on/off dark mode.

The latitude and longitude at the centre of the chart are shown in the bottom left corner of the page.

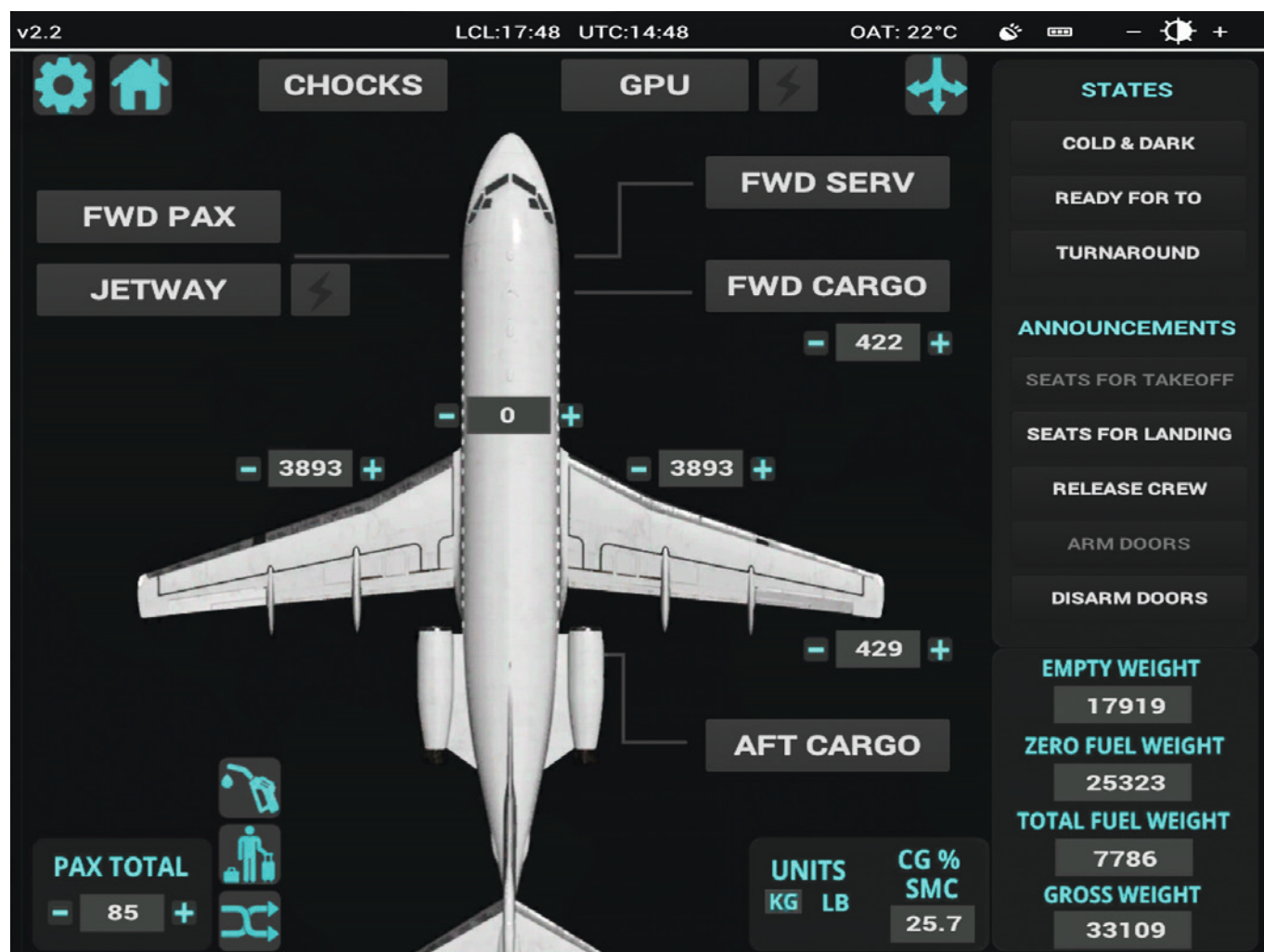
Pressing the 'X' button at the top left corner of the page will return the EFB to the initial Charts page where the AIRPORT CHARTS or ENROUTE CHARTS pages can be selected.



AIRCRAFT

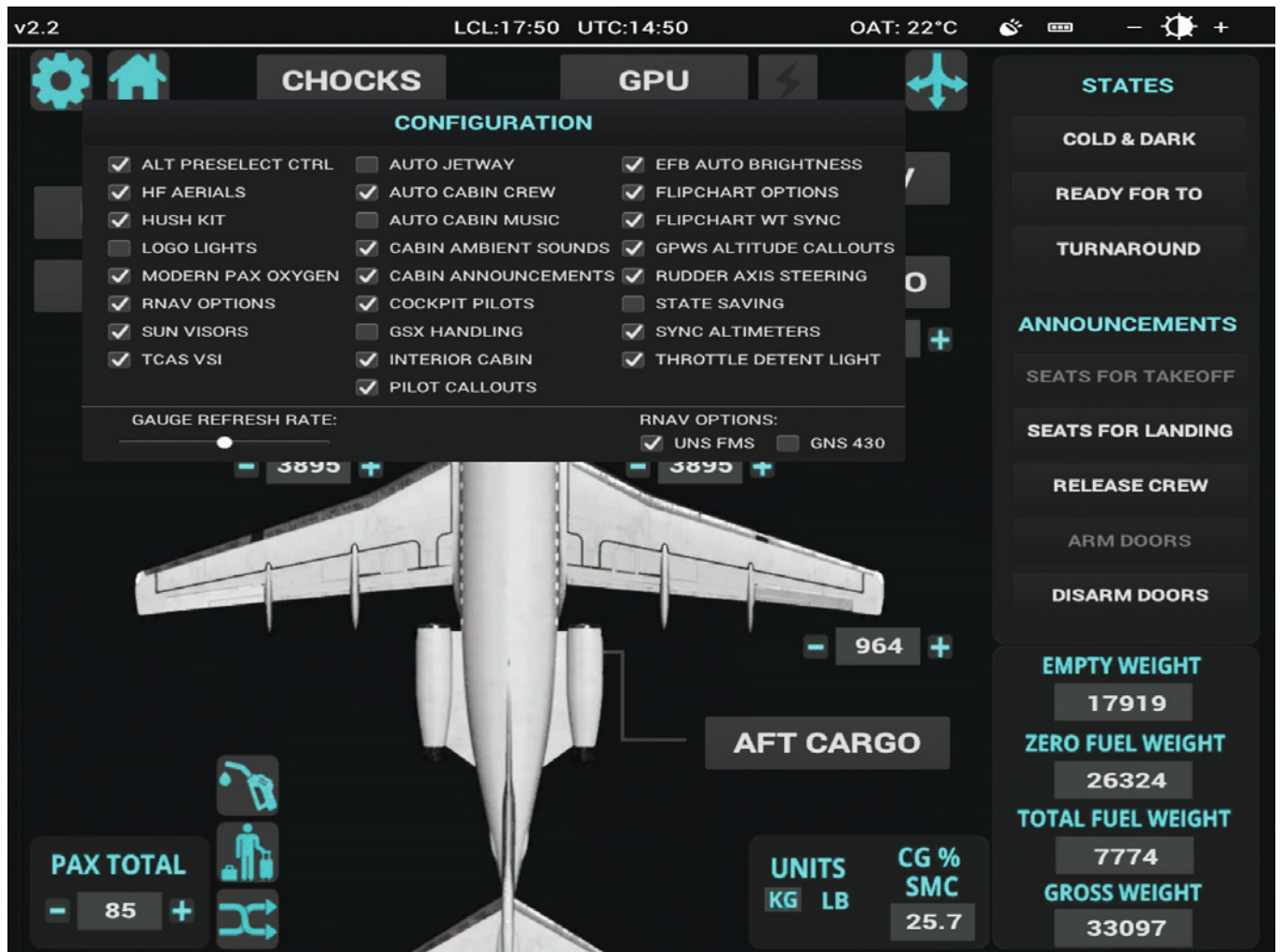
Selecting the Aircraft app from the Home page will launch the Aircraft app, which allows you to control various aircraft customisation options and load fuel and payload.

Please refer to the sections below for further information on the individual functions of the Aircraft app. You can return to the EFB from the Aircraft screen by clicking either the Home icon or the physical Home button on the tablet's bezel.



Configuration

With the Aircraft page displayed, pressing the Settings 'cog' icon opens and closes the Configuration menu.



This menu has the following options:

ALT PRESELECT CTRL – when enabled, a more advanced altitude preselect controller will be fitted to the Captain's main instrument panel, providing controls for altitude alert, automatic altitude capture, altitude hold and vertical speed hold and adjustment. When disabled, a more basic altitude alerter will be fitted to the Captain's main instrument panel; this has no autopilot coupling, so the pilot must manually level off the aircraft at the set altitude and engage altitude hold.

HF AERIALS – enables/disables HF aerial wires on the exterior. By default, this option is set based on the chosen livery's real-life configuration.

HUSH KIT – enables/disables the engine hush kits. By default, this option is set based on the chosen livery's real-life configuration.

LOGO LIGHTS – enables/disables the logo lights fitted to the out flaps track fairings. By default, this option is set based on the chosen livery's real-world configuration.

MODERN PAX OXYGEN – when enabled, the cockpit will be fitted with a modern passenger oxygen regulator and controls on the right side console. When disabled, the cockpit will be fitted with a classic passenger oxygen regulator on the right side console. By default, this option is automatically configured on a per livery basis. Liveries representing aircraft with construction numbers between 11001 and 11119 (plus 11992 to 11994) will load into a flight with the classic system fitted, and liveries representing aircraft with construction numbers between 11120 and 11241 will load into a flight with the modern system fitted.

RNAV OPTIONS – when enabled, opens an RNAV OPTIONS sub-menu with options to fit various RNAV equipment. A GNS 430 GPS can be fitted to the co-pilot's main instrument panel by selecting the 'GNS 430' option, or a UNS-1 FMS can be fitted to the centre console by selecting the 'UNS FMS' option. The GNS 430 and UNS-1 cannot be fitted concurrently. Enabling the 'UNS FMS' option will also fit NAV/GPS selector/indicators and GPS annunciators to both sides of the main instrument panel.

SUN VISORS – enables/disables the visibility of the cockpit sun visors.

TCAS VSI – toggles between traditional and TCAS vertical speed indicators.

GAUGE REFRESH RATE – a slider that controls the digital gauge refresh rate (lower refresh rate = higher FPS).

AUTO JETWAY – enables/disables the automatic jetway connection logic when converting the passenger door into a jetway configuration. Users of GSX and other add-ons which control the jetways may wish to disable this option if a conflict occurs between the products.

AUTO CABIN CREW – enables/disables the Automatic Cabin Crew features. When enabled, the cabin crew will control the cabin lights at various stages during the flight. When enabled, the CABIN ANNOUNCEMENTS option will also be enabled automatically. When disabled, the AUTO CABIN MUSIC option will be disabled automatically.

AUTO CABIN MUSIC – enables/disables the automatic cabin music feature. When enabled, the cabin crew will play cabin music at various stages during the flight.

CABIN AMBIENT SOUNDS – enables/disables the cabin ambient sounds.

CABIN ANNOUNCEMENTS – enables/disables cabin announcements ("The seatbelt sign has been turned off" etc.). This option is automatically enabled when the AUTO CABIN CREW option is enabled.

COCKPIT PILOTS – enables/disables the visible Captain and Co-pilot with interior camera selected.

GSX HANDLING – enables/disables the logic used to integrate the F28 Professional's boarding/deboarding logic with GSX. This option must be enabled prior to starting boarding and refuelling if you wish to use GSX with the F28 Professional.

INTERIOR CABIN – enables/disables the cabin with interior camera selected. The cockpit door will also be locked closed when this option is disabled.

PILOT CALLOUTS – enables/disables pilot callouts ("Rotate", "V2" etc.).

EFB AUTO BRIGHTNESS – toggles on/off the auto brightness logic of the EFB Aircraft page. With this option enabled, the brightness of the EFB Aircraft page will vary depending on ambient lighting conditions within the simulator. With this option disabled, the EFB Aircraft page brightness can be manually adjusted using the brightness buttons at the top right corner of the page. Manually adjusting the EFB Aircraft page brightness will automatically disable the option (if enabled).

FLIPCHART OPTIONS – when enabled, clicking on the relevant row of the speeds flipchart (located below the landing gear lever) will specify which flap setting the speed bugs will be set for. This allows you to preselect your take-off or approach flap setting. When disabled, clicking anywhere on the flipchart will set the speed bugs for take-off/landing based on your current flap setting.

FLIPCHART WT SYNC – when enabled, the speeds flipchart will be automatically synchronised to the aircraft's current weight and will display the correct speeds for the aircraft's current weight. When disabled, the speeds flipchart will not be synchronised with the aircraft's current weight and will therefore require you to manually find the correct speed chart for the aircraft's current weight. With this option disabled, hovering your mouse over the speeds flipchart will display two arrows either side of the weight field at the bottom of the flipchart. Clicking the left/right arrows will cycle through the various flipchart pages which are in 1,000 kg intervals.

GPWS ALTITUDE CALLOUTS – enables/disables the GPWS altitude callouts (50, 40, 30 etc.)

RUDDER AXIS STEERING – when enabled, the rudder axis control assignment will also control the tiller for nose-wheel steering. When disabled, the STEERING INC/DEC and NOSE WHEEL STEERING AXIS assignments can be used to control the tiller without moving the rudder pedals. You can also click and drag the nose wheel steering tillers to control only the steering.

STATE SAVING – enables/disables aircraft state saving. The aircraft state can be saved and reloaded automatically between flights, allowing you to always return to your cockpit in the same state that you last left it.

SYNC ALTIMETERS – automatically synchronises standby and Captain/Co-pilot altimeter barometric settings ('master setting' is based on camera selection).

THROTTLE DETENT LIGHT – with this option enabled, the amber NAV TRANSFER FAILURE light in the centre of the glareshield will illuminate briefly when the Captain's left-hand throttle is in the detent position and thrust is set for take-off. With this option disabled, the NAV TRANSFER FAILURE light will only illuminate in the event of an actual failure or when tested.

Aircraft states

Three aircraft states can be selected:

COLD & DARK – aircraft is configured in a fully cold and dark state, with no electrical or hydraulic power. Chocks are fitted and all doors are closed.

READY FOR TO – aircraft is fully configured for take-off, with the parking brake on.

TURNAROUND – aircraft is configured in a turn-around state with the engines off, cargo and forward passenger doors open, chocks fitted and ground power connected.

The aircraft will automatically be configured in the COLD & DARK state when a flight is started at a parking/ramp/gate position, otherwise the READY FOR TO state will be selected. Restoration of a saved state, if enabled in the Configuration menu, will then occur.

Announcements

Five cabin announcements can be triggered:

SEATS FOR TAKEOFF – flight deck to cabin PA for crew to take seats for take-off. After a short time the crew will confirm that the cabin is secure.

SEATS FOR LANDING – flight deck to cabin PA for crew to take seats for landing. After a short time the crew will confirm that the cabin is secure.

RELEASE CREW – flight deck to cabin PA to release crew to begin their service.

ARM DOORS – cabin PA to arm doors and cross-check.

DISARM DOORS – cabin PA to disarm doors.

The announcement buttons will be disabled (greyed out) if they have already been triggered.

The SEATS FOR TAKEOFF, RELEASE CREW and SEATS FOR LANDING cabin announcements can also be triggered by pressing the STEW CALL button on the overhead panel at the relevant stage of the flight (before take-off, during the climb and during the descent).

The announcements will also be triggered automatically if the AUTO CABIN CREW option is enabled on the EFB.

Doors and equipment

All passenger, service and cargo doors can be opened/closed by pressing the associated button:

FWD PAX – door 1L, main passenger door.

JETWAY – door 1L, converts the door into a jetway configuration by lowering the handrails and lowering a floor panel over the stairs. Pressing this button will also automatically call and connect a jetway to the aircraft (if available).

FWD SERV – door 1R, forward service door.

FWD CARGO – forward lower cargo doors.

AFT CARGO – aft lower cargo door.

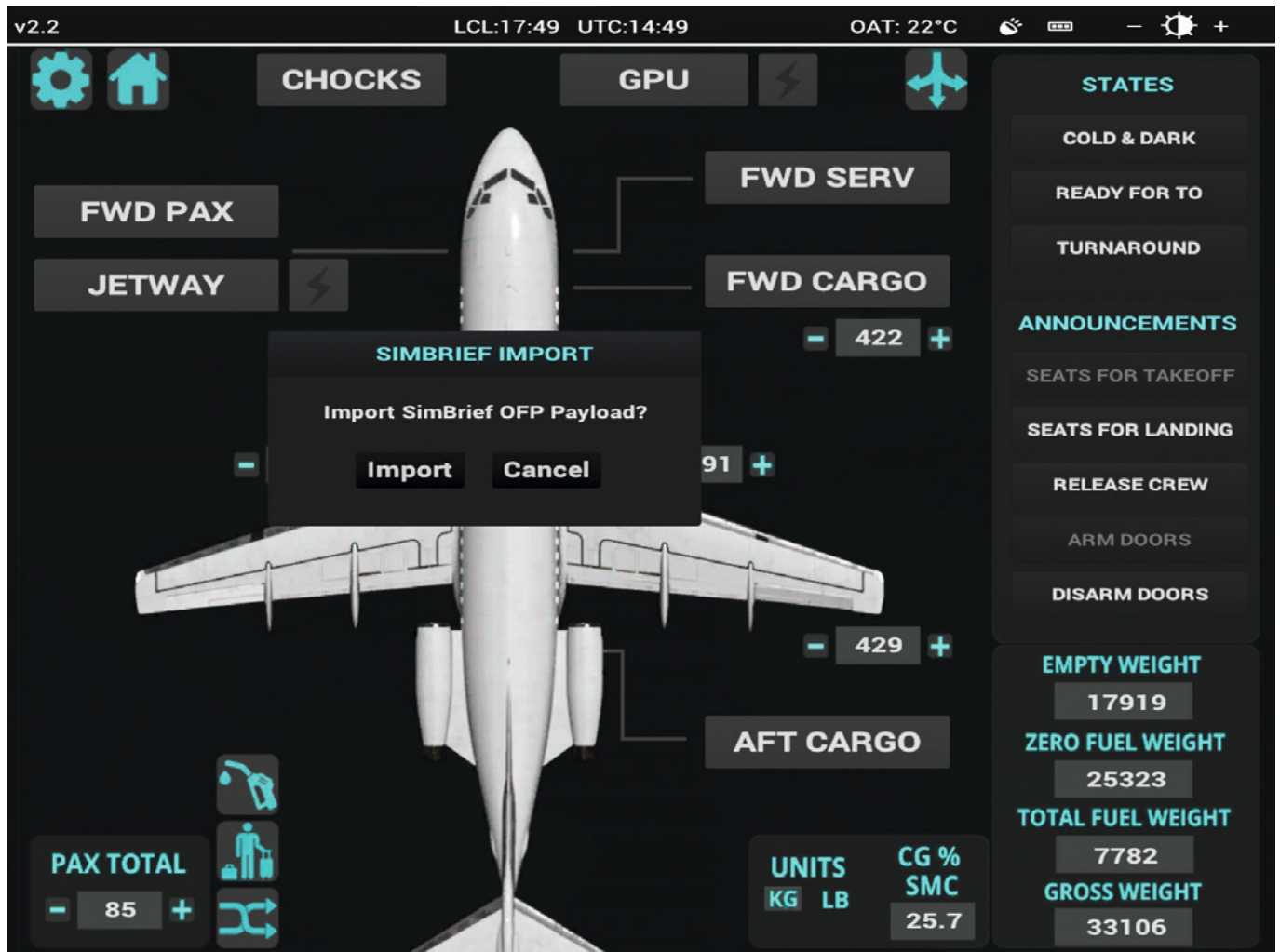
CHOCKS – enables/disables the wheel chocks and cones.

GPU – enables/disables the ground power unit (GPU) which supplies external AC/DC power to the aircraft.

Fuel and payload

The EFB can be used to set:

- Fuel load in each of the tanks – left wing, right wing and centre tank.
- Forward and aft cargo payload.
- Total passenger (PAX) load.
- Zero fuel weight (ZFW) – the selected weight will be automatically split into a suitable passenger quantity and cargo load.
- Total fuel weight – the selected weight will be automatically split between the tanks.



Fuel and cargo loads, ZFW and total fuel weight values can be increased/decreased by 5% using the plus/minus buttons either side of the field or they can be entered manually. Manual entry can be achieved by clicking on the relevant field, inputting the value with the number keys on your keyboard and then pressing the [Enter] key, or by using the on-screen keyboard in the EFB. The [Backspace] key can be used to delete an entry.

A 'Randomise' icon consisting of two arrows is located immediately to the right of the PAX TOTAL field. Clicking this icon will set a random passenger and cargo load.

The auxiliary fuel tanks will only be shown if they are enabled in the EFB Configuration menu and the fuel level can be increased/decreased using the same method as for the wing and centre fuel tanks.

Units of measurement can be toggled between kilograms (KG) and pounds (LB) at the bottom of the page. Due to simulator limitations, any changes to the fuel or payload on the EFB/tablet may not be correctly displayed on the MSFS FUEL/PAYLOAD window. We therefore advise you to only use the EFB for setting and reviewing fuel and payload.

The CG % SMC (Standard Mean Chord) is shown and the value can be left-clicked to automatically set the pitch trim to the correct position for take-off. The value will turn red if the CG is outside of the aircraft's limits. The gross weight value will turn red if the aircraft's maximum take-off weight (MTOW) has been exceeded.

If a SimBrief OFP has been imported on the OFP app, a window prompt will ask you whether you would like to import the fuel and payload from the OFP data. This option will trigger the zero fuel weight and total weight to be automatically set to the OFP values.

Boarding simulation

Boarding simulation is possible for all passenger variants of the aircraft. The BOARDING menu can be opened by clicking the passenger icon at the bottom left corner of the Aircraft page and includes options to start the boarding/deboarding process and control its speed, as well as displaying useful tips for the next step which may be required to advance the process.

When loading into the aircraft at a gate in a cold and dark or 'turnaround' state, the aircraft will be loaded with full wing fuel tanks but with no passengers or cargo, simulating a 'ready for boarding' state. To begin the boarding process, the required aircraft weights must first be entered into the flashing data fields, either by using the 'plus' and 'minus' arrows, clicking on the field and inputting the weights with the on-screen keyboard, or by importing the weights from a SimBrief imported flight plan on the OFP page.

Once the desired weights have been entered, clicking the START BOARDING button will begin the boarding process. If the passenger and cargo doors are not already open, they will be automatically opened at the start of the boarding/deboarding process (with the exception of the INSTANT boarding speed option which is explained below).

The speed of the boarding/deboarding process can be altered by adjusting the BOARDING SPEED field. The boarding speed must be selected prior to starting the boarding/deboarding process:

REAL – boarding/deboarding will proceed at a realistic rate and will vary depending on the number of passengers and the amount of cargo to be loaded. With this option selected, boarding/deboarding can take up to 20 minutes for a fully laden F28 Mk.4000 variant.

INSTANT – boarding/deboarding will be completed instantly once the START BOARDING button has been clicked. The passenger and cargo doors will not be opened and the passenger and cargo weights will be instantly set.

5 MINS – boarding/deboarding will take five minutes to complete once the START BOARDING button has been pressed.

10 MINS – boarding/deboarding will take 10 minutes to complete once the START BOARDING button has been pressed.

20 MINS – boarding/deboarding will take 20 minutes to complete once the START BOARDING button has been pressed.

During boarding/deboarding, a progress bar will replace the START BOARDING button and will display the current progress as a percentage. The fields will turn amber when the weight is increasing/decreasing towards the previously set value and will turn green once the previously set value has been reached.

Once boarding is complete, the fields will return to their non-flashing state, indicating that the current weights shown are the actual weights loaded onto the aircraft. Editing the weights in this state will return the fields to their flashing state and a new boarding/deboarding process must be completed for the new weights to affect the aircraft.

If the aircraft is in a state where boarding/deboarding cannot be completed, all fields will be greyed out and the aircraft weights cannot be edited. This will occur if, after boarding has already been completed, the seatbelt signs are still on and the landing and strobe lights are on, or if the aircraft is moving with neither parking brake nor chocks set.

Deboarding the aircraft at the end of the flight can be completed by using the same process as for boarding; the button used to begin the deboarding will now be changed to START DEBOARDING to signify the different state.

Once the deboarding process is complete, the boarding menu will reset back to the pre-boarding state and the data fields on the Aircraft page will begin flashing, indicating that the aircraft's fuel and payload can now be adjusted ahead of the next flight.

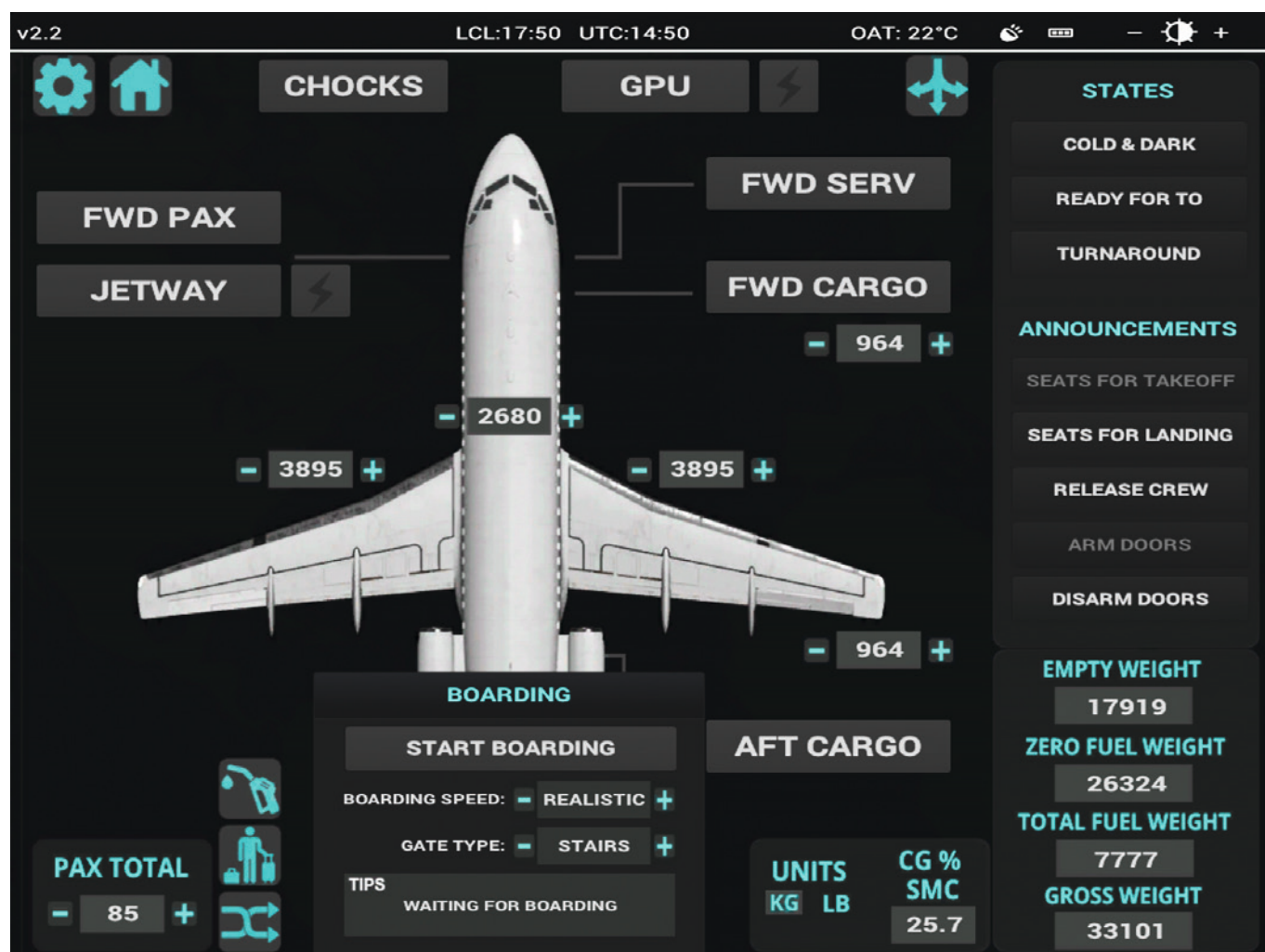
In order to start the boarding/deboarding process, the aircraft must be stationary with the parking brake ON or chocks enabled; seat belt signs must be switched OFF and landing and strobe lights must also be switched OFF.

When starting a flight on the runway, the aircraft will be loaded with maximum payload weights. Unlike starting a flight at a gate, you will not be prompted to begin the boarding process. The payload values can still be changed by editing the respective fields to the desired values, but these new values will only take effect once a boarding process has been completed. When starting a flight on the runway, the most efficient way of achieving this is to set the boarding speed to INSTANT before clicking the START BOARDING button; this will allow the values to take effect instantly without requiring doors to be opened.

Users of GSX can enable the GSX HANDLING option in the Configuration menu to allow GSX to integrate with the F28's boarding/deboarding processes.

Note 1: The EFB cannot be closed during the boarding/deboarding process.

Note 2: We advise against using the default MSFS Weight and Balance menu when using the Boarding and Refuelling features. Doing so can lead to conflicting values being shown between our custom fuel and payload logic and the default MSFS logic. To prevent any issues from occurring on your flight, we recommend restarting the flight if any changes are made inadvertently to the MSFS Weight and Balance menu.



Refuelling simulation

Refuelling simulation is possible in any variant of the F28. The Refuelling menu can be opened by clicking the fuel nozzle icon in the bottom left corner of the Aircraft page and includes options to start the refuelling/defuelling process and control the speed, as well as displaying useful tips for the next step which may be required to advance the process.

When loading into the aircraft at a gate in a cold and dark or 'turnaround' state, the aircraft will be loaded with 1,000 kg of fuel in each wing tank, simulating a 'turnaround' state. In order to begin the refuelling process, the required aircraft weights must first be entered into the data fields, either by using the 'plus' and 'minus' arrows, clicking on the field and inputting the weights with the on-screen keyboard, or by importing the weights from a SimBrief imported flight plan on the OFP page.

Once the desired fuel weights have been entered, clicking the START REFUELLING button will begin the refuelling process.

The speed of the refuelling/defuelling process can be altered by adjusting the REFUEL SPEED field. The REFUEL SPEED must be selected prior to starting the REFUELLING/DEFUELLING process.

REAL – refuelling/defuelling will proceed at a realistic rate of approximately 330 US gallons per minute (1,249 kg/min / 2,754 lb/min). With this option selected, refuelling/defuelling can take up to 10 minutes to fuel any variant to maximum capacity, including auxiliary fuel tanks.

INSTANT – refuelling/defuelling will be completed instantly once the START REFUELLING button has been clicked.

5 MINS – refuelling/defuelling will take five minutes to complete once the START REFUELLING button has been pressed.

10 MINS – refuelling/defuelling will take 10 minutes to complete once the START REFUELLING button has been pressed.

20 MINS – refuelling/defuelling will take 20 minutes to complete once the START REFUELLING button has been pressed.

During refuelling/defuelling, a progress bar will replace the START REFUELLING button and will display the current progress as a percentage, and a REFUEL SELECTED caption will illuminate on the FUEL section of the overhead panel. The EFB fuel fields will turn amber when the weight is increasing/decreasing towards the previously set value, and will turn green once the previously set value has been reached.

Once refuelling/defuelling is complete, the fields will return to their non-flashing state, indicating that the current fuel weights shown are the actual fuel weights loaded onto the aircraft. This can be verified by checking the fuel quantity indicators on the main instrument panel. Editing the weights in this state will return the fields to their flashing state and a new refuelling/defuelling process must be completed in order for the new fuel weights to affect the aircraft.

If the aircraft is in a state where refuelling/defuelling cannot be completed, all fields will be greyed out and the aircraft weights cannot be edited.

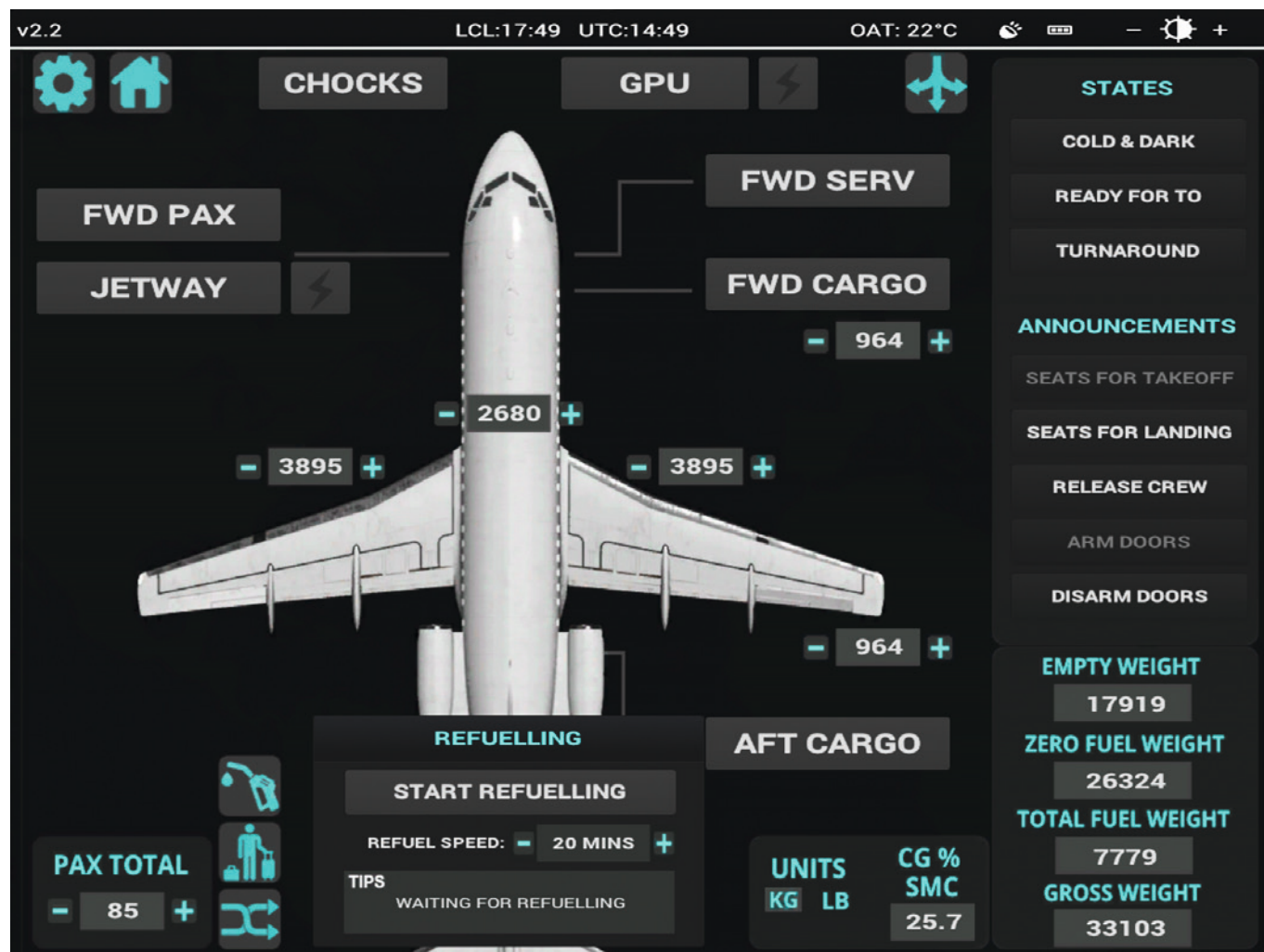
In order to start the refuelling/defuelling process, the aircraft must be stationary with the parking brake ON or chocks enabled, seat belt signs switched OFF and landing and strobe lights also switched OFF.

When starting a flight on the runway, the aircraft will be loaded with full wing fuel tanks. Unlike starting a flight at a gate, you will not be prompted to begin the refuelling process. The fuel values can still be changed by editing the respective fields to the desired values, but these new values will only take effect once a refuelling/defuelling process has been completed. When starting a flight on the runway, the most efficient way of achieving this is to set the refuelling speed to INSTANT before clicking the START REFUELLING button; this will allow the values to take effect instantly without any extended waiting time.

Users of GSX can enable the GSX HANDLING option in the Configuration menu to allow GSX to integrate with the F28's refuelling/defuelling processes.

Note 1: *The EFB cannot be closed during the refuelling/defuelling process.*

Note 2: We advise against using the default MSFS Weight and Balance menu when using the Refuelling and Boarding features of the aircraft. Doing so can lead to conflicting values being shown between our custom fuel and payload logic and the default MSFS logic. To prevent any issues from occurring on your flight, we recommend restarting the flight if any changes are made inadvertently to the MSFS Weight and Balance menu.



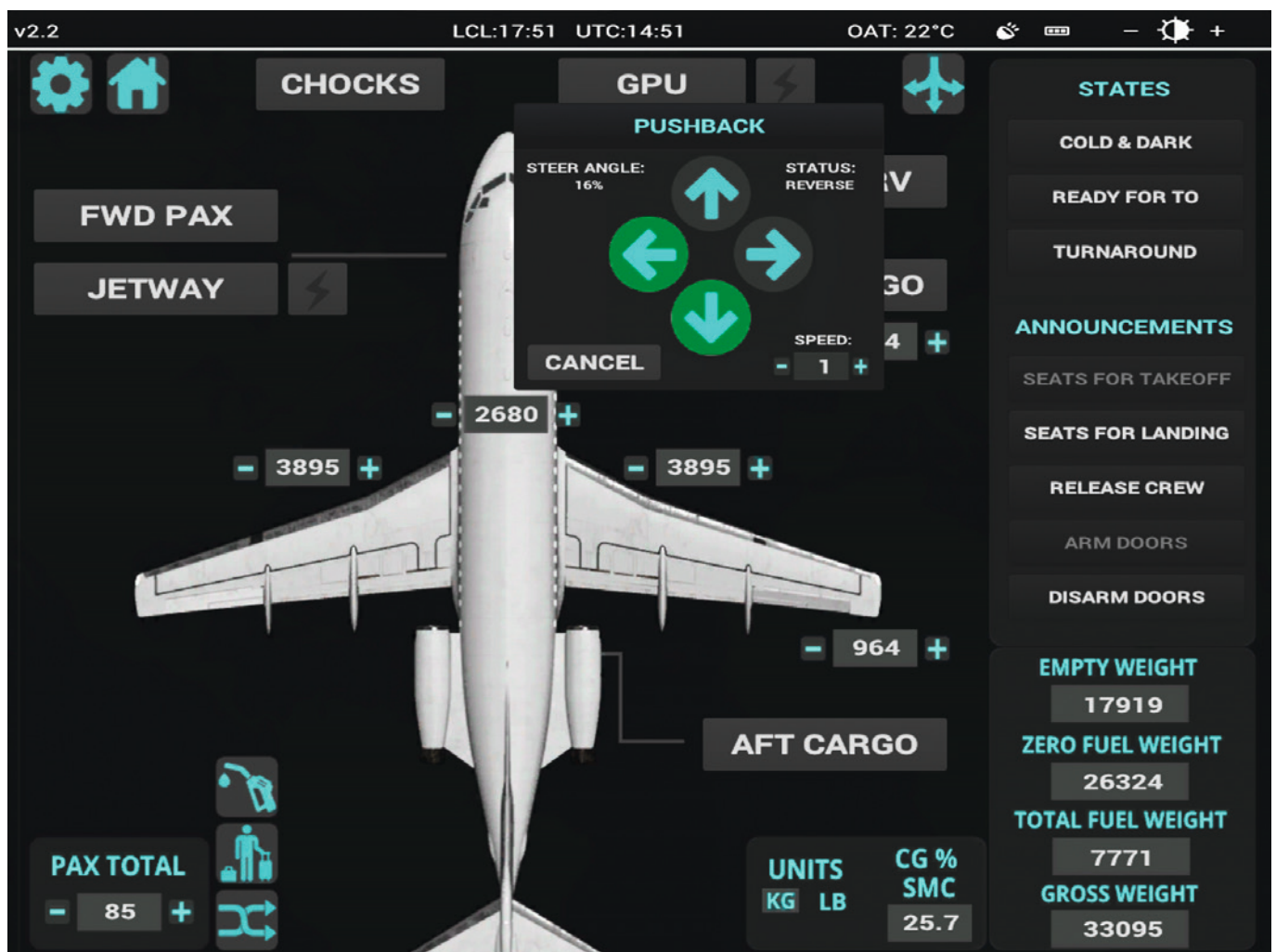
Pushback controls

Pushback controls can be accessed by clicking on the three-arrow icon in the top right corner of the Aircraft page.

A pop-out PUSHBACK menu will open, providing controls for manoeuvring the aircraft on the ground with a pushback tug:

- **CONNECT** – connects the pushback tug to the aircraft. Pushback will begin once a direction is chosen via the arrow buttons. Text will change to CANCEL once a button is pressed.
- **CANCEL** – stops the pushback and disconnects the pushback tug. Text will revert back to CONNECT once the button is pressed.
- **ARROW BUTTONS** – provide control of the aircraft in four directions. An arrow will change to green once that direction is selected. Multiple directions can be selected at the same time (e.g. reverse and left). The pushback direction can also be controlled with MSFS rudder axis control assignments.
- **SPEED** – provides control over the pushback tug speed. The greater the value, the higher the speed.
- **STEER ANGLE** – displays the current steering angle of the pushback tug.
- **STATUS** – displays the current status of pushback.

Note: Due to simulator limitations you may experience a slight jolt when the pushback tug connects to the aircraft, as well as some jittering when the aircraft speed varies between speeds 0 and 2.



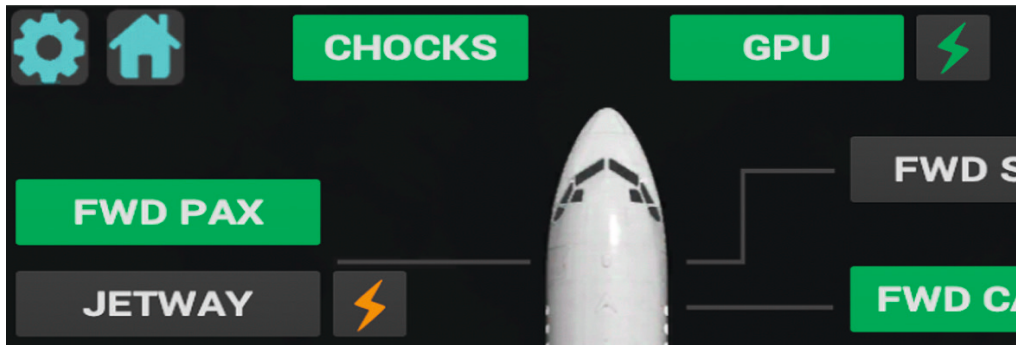
External power

The F28 can be powered from several external sources whilst parked on the ground:

- Custom GPU – controlled using the GPU button.
- GSX GPU – controlled using the GSX menu (if owned and installed).
- GSX jetway – controlled using the GSX menu (if owned and installed).
- Default jetway – controlled via the MSFS ATC menu.

One or more of the external sources can be available at any given time but only one can be used to power the aircraft. If either GPU source is available, the lightning bolt button icon to the right of the GPU button will turn amber. If either jetway source is available, the lightning bolt button icon to the right of the JETWAY button will turn amber.

The icons will turn green once the associated power source has been connected to the aircraft, either by moving the EXTERNAL POWER switch on the overhead panel to the ON position, or by clicking on one of the lightning bolt buttons. If both GPU and jetway power are available when using the overhead panel switch, the GPU source will be used. Clicking again on one of the lightning bolt buttons allows you to switch between the GPU and jetway sources, indicated by the amber and green icons.



NOTES

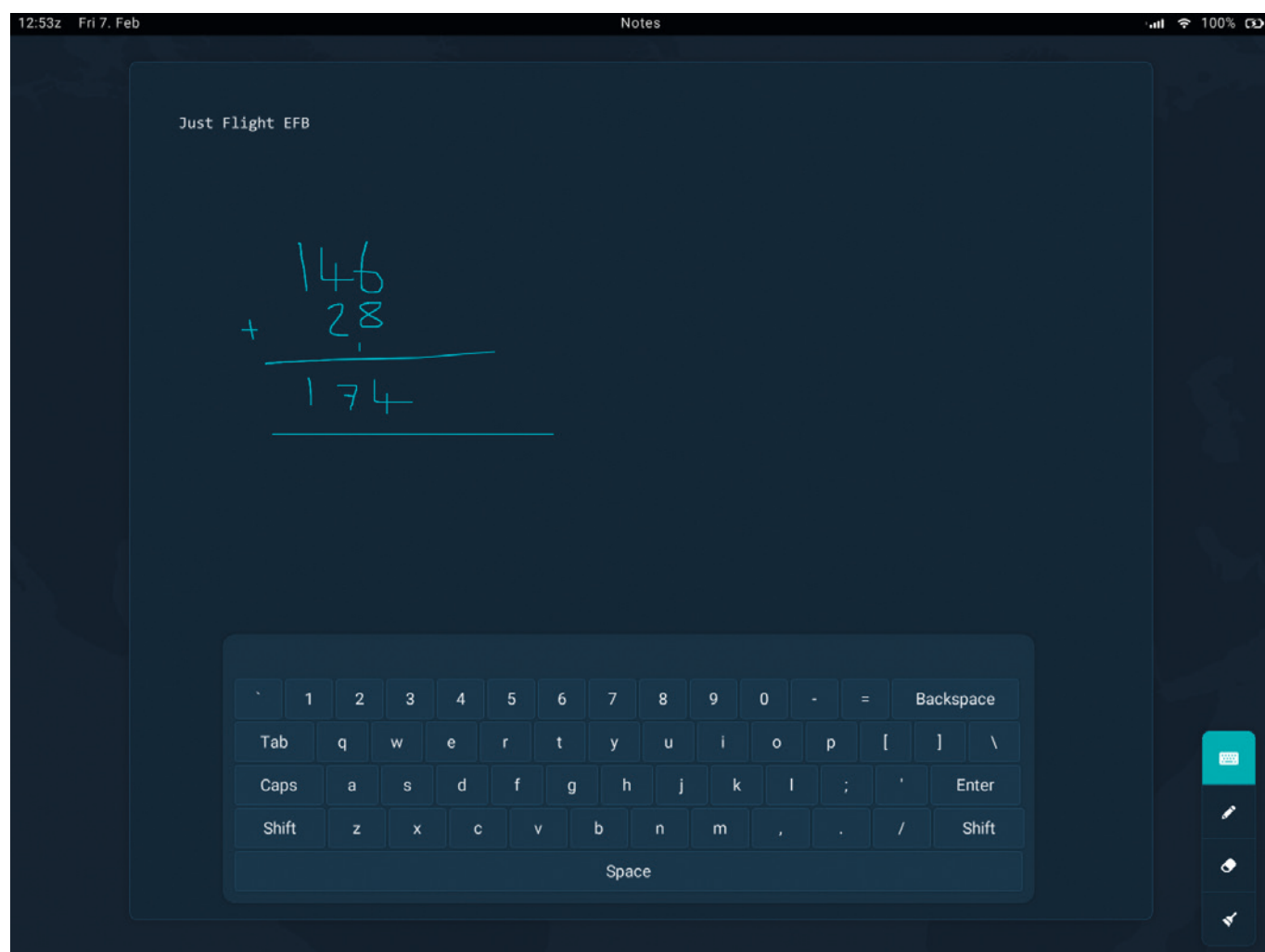
The Notes app acts as a virtual notepad for the pilot, allowing you to take text-based and handwritten notes on the fly (particularly useful for noting clearances and taxi instructions).

The Notes app supports standard keyboard inputs and will automatically display a scrollbar once the content exceeds the height of the input area.

An on-screen keyboard is also available. This can be toggled on/off by pressing the keyboard icon at the bottom right of the page. Once open, the keyboard can be moved freely to any position on the display by pressing and holding the top bar of the keyboard. To hide the keyboard, simply press the keyboard icon again (this feature is particularly useful for VR users).

To write handwritten notes, press the pen icon at the bottom right of the page and then left-click with your mouse and drag the pen to write on the screen. To erase text, press the eraser icon and, again with your mouse, left-click and drag to erase what you have written.

To erase all handwritten notes from the page, simply press the paintbrush icon at the bottom right of the page.



CHECKLIST

The Checklist app allows you to view all the aircraft's checklists on one easy-to-navigate page. The title of each checklist is shown on the left side of the page. Clicking the title of a checklist will open the respective checklist on the right side of the page.

Each step of a checklist has an item, action and a tick box which can be manually ticked to allow you to keep track of your progress. You can see your progress through the checklist at the top of the page.

Two controls at the bottom right of the page allow you to tick all boxes on the page or to untick all boxes.

Note: The Checklist page on the EFB is intended to be used as a guide only. For automated checklists please use the interactive checklist menu within MSFS.

The screenshot displays the Checklist app interface on a mobile device. The top status bar shows the time as 12:53z, the date as Fri 7. Feb, and the title as Checklist. The battery level is at 100%. The interface is divided into two main sections: a left sidebar and a main content area.

The left sidebar contains a list of checklist categories, each with a corresponding title: BEFORE STARTING APU, STARTING APU, AFTER STARTING APU, PRE-FLIGHT CHECK COCKPIT, PRE DEPARTURE CHECK (APU RUNNING), BEFORE STARTING ENGINES, AFTER STARTING, TAXIING, LINING UP, and AFTER TAKE-OFF. The 'BEFORE STARTING APU' category is currently selected and highlighted.

The main content area displays the 'BEFORE STARTING APU' checklist. At the top, the title 'BEFORE STARTING APU' is shown in large, light blue letters. Below the title, the progress is indicated as 'Completed: 4 / 7' and 'Progress: 57%'. The checklist items are listed below, each with a checkbox and a description:

- ☒ Battery Voltage - Check
- ☒ Battery switch - ON
- ☒ APU FIRE/EXTINGUISHER warning - Test
- ☒ APU MAIN switch - ON
- ☐ GEN 3 switch - OFF/RESET
- ☐ APU AIR switch - OFF
- ☐ Air Conditioning MAIN switches - One ON, One OFF/RESET

At the bottom right of the main content area, there are two icons: a square with a checkmark and a square with a reset symbol (a square with a diagonal line).

TOD CALCULATOR

The TOD (Top Of Descent) Calculator is a useful tool which allows you to calculate and view the exact point at which you should begin your descent.

The distance of your descent can be calculated based on the following four factors:

- Current altitude (feet)
- Ground speed (knots)
- Target altitude (feet)
- Desired angle (degrees)

Each of these factors is shown on this page, where text can be entered into each of these fields either via an external keyboard or via the on-screen keyboard which can be toggled from the lower right corner of the page.

Once values have been entered into each of these four fields, the calculator will then produce two outputs:

- **Desired TOD distance** – the ground distance covered between the start of your descent and your target altitude.
- **Desired vertical speed** – the vertical speed that the aircraft will have to descend at to meet the distance stated.

Note: Desired distance, Desired vertical speed and Desired angle are all interchangeable values and can be toggled by pressing the arrows in the fourth field.

For ease of use, the CURRENT ALTITUDE (FT) and GROUND SPEED (KT) fields both have a SYNC feature; once active, this continuously inputs the aircraft's current altitude and ground speed into their respective fields. With this feature active, the calculator's outputs will be constantly updated as the aircraft's altitude and speed change during its descent.

The screenshot displays the TOD Calculator app interface. At the top, the status bar shows the time as 12:54z on Fri 7. Feb, the app title 'TOD Calculator', and battery status at 100%. The main interface has a dark blue background with a subtle aircraft silhouette. It features four input fields arranged in a 2x2 grid: 'CURRENT ALTITUDE (FT)' with the value '29000' and a 'SYNC' button; 'GROUND SPEED (KT)' with the value '410' and a 'SYNC' button; 'TARGET ALTITUDE (FT)' with the value '2300'; and 'DESIRED ANGLE (DEG)' with the value '3' and left/right arrow buttons. Below these fields, a large box displays the results: 'Desired TOD distance: 84 NM' and 'Desired vertical speed: 2076 ft/min'.

Input Field	Value
CURRENT ALTITUDE (FT)	29000
GROUND SPEED (KT)	410
TARGET ALTITUDE (FT)	2300
DESIRED ANGLE (DEG)	3

Output	Value
Desired TOD distance	84 NM
Desired vertical speed	2076 ft/min

SETTINGS

The Settings screen offers several options to adjust the look and behaviour of the EFB:

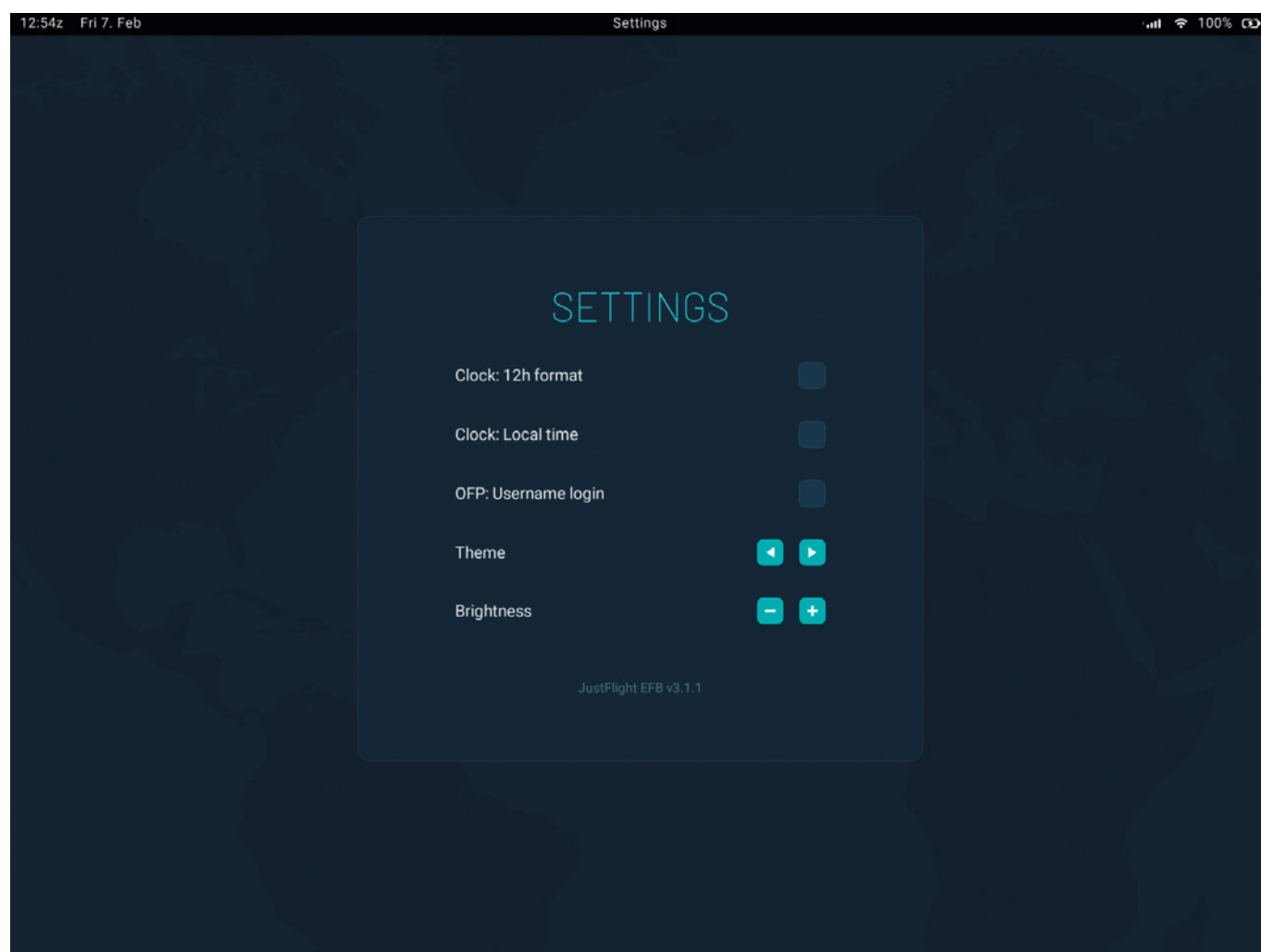
Clock: 12h format – toggles the 12/24-hour format of the top bar clock.

Clock: Local time – toggles between UTC and local time on the top bar clock.

OFP: Username login – allows SimBrief identification via username instead of pilot ID.

Theme – switches the EFB's colour scheme.

Brightness – increases/decreases the EFB's brightness.



CREDITS

Project management	Martyn Northall
EFB modelling and design	Mark Griffiths
EFB programming	Omniwise, Martyn Northall
Manual	Mark Allison, Mark Embleton
Design	Fink Creative

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