## AnywhereMap® Release Notes for 1.9.100 Rev 2

Anywhere Map/Wx Corrections/Enhancements:

1. The flight plan load / save issues have been fixed. You can create a flight plan that covers a long distance and save it. Loading will result in the entire flight plan loading completely.
2. The Distant VOR's / Fixes as Waypoints bug is fixed. This was part of the long distance flight plan issue and was fixed correspondingly.
3. The route wizard is fixed as well as the Flight Plan Save and Reload from the wizard's creation.
4. Holding patterns that disappeared when the hold fix was off-screen now remain on the display.
5. METAR decoder has been enhanced to detect fractional visibility correctly as well as fixing other bugs.

6. V-ILS on the end of a flight plan works much better. See right.

7. XM weather interface is more robust and the activation screen has been enhanced to be clearer and offer more specific information about the radio status and refresh.
   a. The Activation Status and Signal Quality are now color-coded to give more information about the status of the radio – red, yellow, green. See first image at right.
   b. If your antenna is unplugged, you get a status message that is more accurate and not misleading. See second image at right.
   c. Fixed the XM Activation screen to properly show activation status as "Aviator" or "Aviator Lite" in cases where the XM box has been activated with extra services by a glitch at XM. In the past the status would show M1 for Aviator Lite or M128 for Aviator. Recently, the activation codes may include a 0 and/or 3 which would prevent the Status from changing to the proper plan name. Now, as long as the core codes are there, the status will change and this will prompt the user to tap Done.
   d. Information that helps explain what to do if your radio requires re-activation is also shown including the phone number to XM.
   e. See further explanation at the end of these notes.
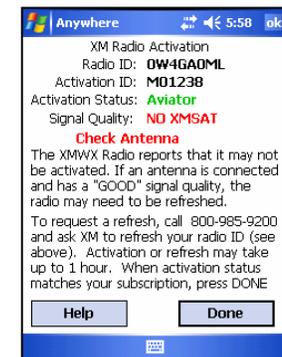
8. The Check fuel pump / Check landing gear bug fixed.
9. The main map screen organization and data labeling has been improved.
    a. Labels for units of measure (speeds, alt, distance, times, etc.) have been recreated to be more legible and less cluttered. See below left.
    b. Flight status windows opens by double-tapping the waypoint/destination time data area in the lower left corner. See below (center left), for details.
    c. XM weather signal strength now looks like cell phone signal with color coding for good, fair, and poor. See below left, upper left corner.
    d. XM weather status now shows age of the Aviator Lite (and some Aviator) weather products. See third image below. In addition, you can see how many of the weather product files of each type have been received since system start. This helps you know that system has been operating continuously. Finally, you can see the satellite reception error rate which gives you some idea of the proper positioning of your XM antenna. The lower the number, the fewer errors and the better the signal.
   e. Big Font used for primary flight value labels in screen maximized mode (fourth image below)
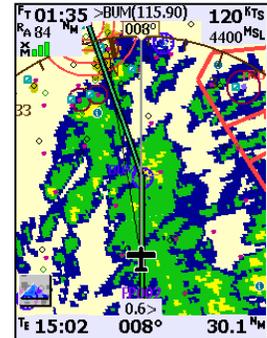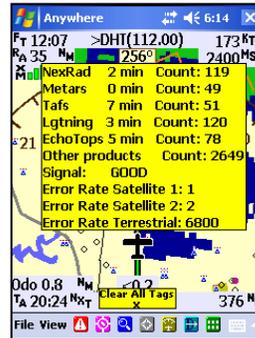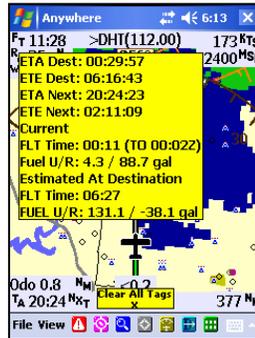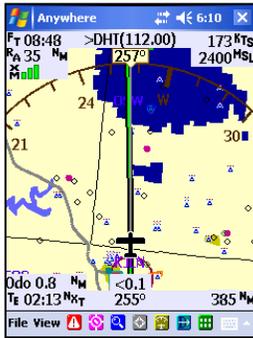
10. Compass Locators:
    a. Universal Finder searches can now find Navaids with 2 letter identifiers (such as compass locators that are outer markers).
    b. To search for a 2 letter identifier (and ignore all 3 letter identifiers) simply enter the 2 letter identifier plus a SPACE in the search box. For example, to search for LUNNS compass locator in Joplin MO, ("JL"), enter "JL" and tap the spacebar. You'll get a list that only has matching two-letter navaids. In the case of LA, there are several so you'll have to tap each one and look at the actual locator name (shown at right of list box) to decide which one you want.
    c. Locators now display on the map with their name in parenthesis beside them.
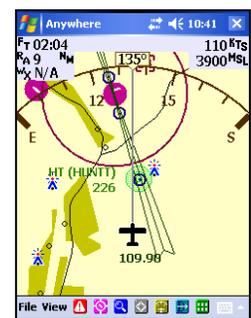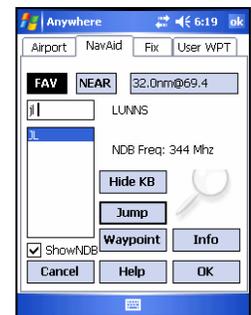
11. SUAs have been improved in several ways:
   a. Tappable SUA's with easier to identify graphical "hotspot icons". The hot spot is M for MOA, S for special use, R for restricted, and so on.
    b. Single-tapping the hotspots shows the SUA name and altitudes in a yellow tag. See below right.
    c. Double-tapping the icon opens the SUA info box.
    d. The MOA name and hot spot icon switch depending on zoom level.
    e. Whether you tap the hot spot (zoomed out) or the name (zoomed in), the selected airspace now turns brown as a highlight instead of yellow which was very hard to read. In addition, the highlighted airspace now draws on top of the other airspace that may be nearby.
    f. A point of note: The zoom level at which the MOA airspace changes from the name to the hot spot icon varies based on zoom level. They will not all change at the same zoom level.
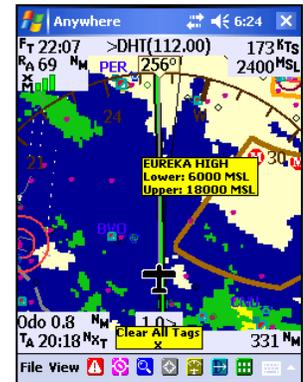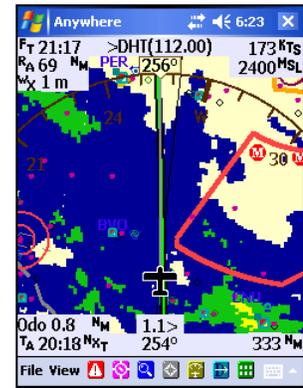
12. AWM now supports two modes of calculating Estimated Time to Destination on the pop-up flight status window (see right): **Actual Ground Speed** and **Planned Ground Speed**.
    a. **Actual Ground Speed** uses your current GPS ground speed (assumes you're flying) for all leg distances.
    b. **Planned Ground Speed** uses the result of combining cruise speed from the active aircraft profile with any winds you might have entered in the flight plan screen. This is the speed that shows in the flight plan screen under the column Spd*.
    c. To switch between them, go to File > View Setup > Wpt tab. There is a new checkbox "Estimate time to destination waypoint using FLT plan speed".
    d. If this box is UNCHECKED, the estimated time to destination is computed using the total flight plan distance divided by the current ground speed. This is the method used by most GPS units, and it is conceptually very simple. This is Current Ground Speed mode.
    e. This method does not work well on "round robin" flight plans, with strong winds aloft.
    f. With the box CHECKED, the time to destination is figured using the TE to the next waypoint (using current GPS groundspeed) PLUS the sum of the TE's for each subsequent leg shown in the flight planning screen, using the speed shown in the flight plan screen. This method is generally more accurate, but requires that the aircraft speed and winds aloft be properly entered so the resulting speed is accurate.
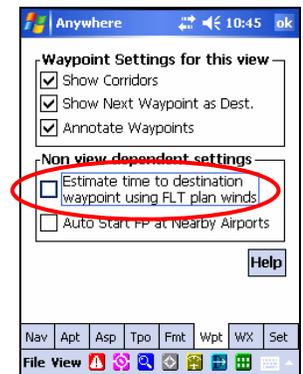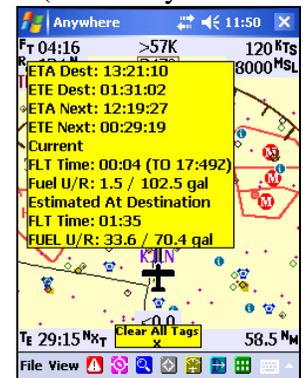
g. IMPORTANT REMINDER: **The speed shown in the flight plan screen is derived from** the cruise speed from the current aircraft profile PLUS any wind information you have entered for any leg in the flight plan screen. If you haven't entered any winds, then the speed will be the speed from the aircraft profile. This speed is NOT the current ground speed – that is, we do NOT push the current ground speed (while in flight) back into the flight plan manifest screen.
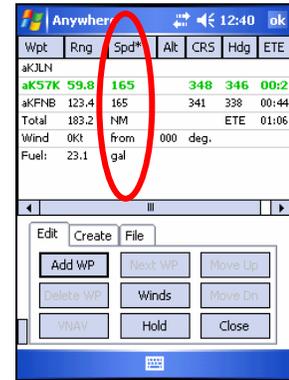
13. In the Find Nearby Airports screen, if you pressed the SHOW INFO button without selecting an airport of interest, garbage information would be shown and the app would terminate. Now the SHOW INFO button is grayed out until a selection is made.

14. Airway segments with multiple victor airway names do not over-write one another as in the past. In the case of overlapping victor airways on the same segment, the multiple airway numbers are shown hyphenated, such as "V74-516" shown at right. The MEA is still shown underneath.

15. Constrained the size of the graphical METAR flag such that it does not grow too large when zoomed in on an airport. See at right where the zoom level is only 3 nm yet the METAR flag is still a reasonable size.

16. RMI can now be hidden by un-checking the RMI box in a VOR properties screen.

17. Localizers are now listed in the airport information screen.

18. Revised the text layout in the airport information screen, frequency tab, to make the frequencies easier to read, eliminate overlap, and to make sure they're aligned with the proper labels. In a few larger airports the frequency list may run down below the end of the screen because we don't have a scroll box there. We'll implement this in a later release. For now, the only freq's which seem to be affected are localizers at the very bottom.
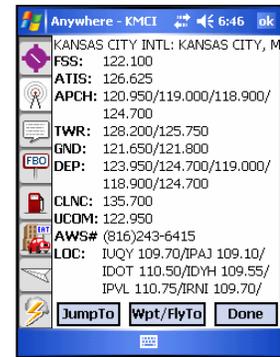
19. Auto-zoom has been corrected to work properly.

20. New weather related Info:
    a. XM signal quality now graphically shown on the main map screen (cell phone style) and is much more responsive to changes in antenna placement
    b. New XM weather status pop-up screen available by single-tapping the WX data area in the main map screen. This screen shows age of XM files received, count of files received (to show progressive operation) and signal quality (Bit error rate). By the way, the blue pop-up wx signal strength window has been removed.
    c. New way to get to weather settings screen: double-tap the WX data area to see the settings screen.
    d. Added an XM Status screen to the File > Settings > WX Settings screen, that shows files received, as well as radio ID. Button is labeled "XM Status". Previously this information was available under the XM WX button of this screen, however accessing this information also reset the XM radio connection, possibly causing a loss of weather data.
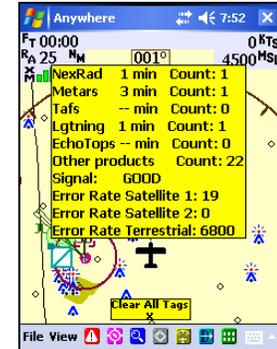
21. Marker Beacons now have a larger graphic (blue circle) so they're easier to see.
22. ILS feathers now remain displayed when the actual antenna location is not displayed on map.
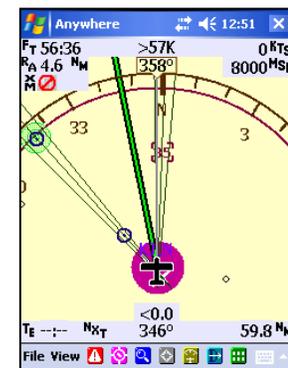
23. When tracking to a VOR without being slaved to a flight plan, the HSI showed reverse sensing. The HSI now shows proper course deviation.
24. The Auto TO and Auto From HSI course select functions in File > HSI Settings and in VOR info screens are now correct.
25. Increased the duration time of all reminder / alert pop-up warnings. You can tap any of them closed when you're ready.
26. Greatly increased the duration time of the Nexrad / IR / Echo tops color code pop-ups. You can still just tap them anywhere to make them go away.

27. Airports are now displayed differently when you're zoomed in very close.
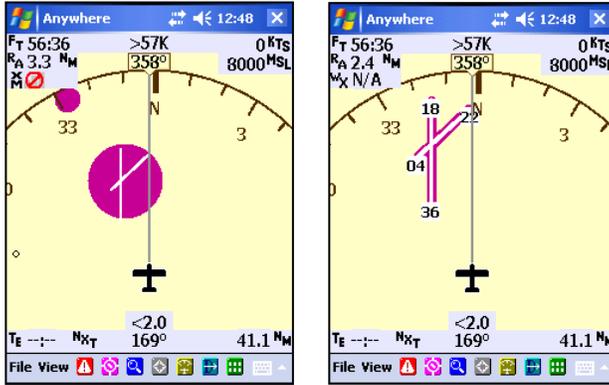
28. The speed column in the flight plan screen used to have "GS" for its header label. Since we recently added the ability to calculate destination times using actual GPS ground speed or speed derived from the light plan screen, this column required even further clarification. We have changed the column header to be Spd*. This means the speed that is derived from combining the cruise speed from the current aircraft profile with any winds you might have entered for any/all legs of the flight plan. This is the *planned speed* and will NOT update from current GPS speed once airborne. Furthermore, this speed will only be as accurate as your aircraft profile and the wind data you have entered. If you look at the flight status pop-up window (double-tap the time in the lower left corner), the time to destination shown there will use the speed from the Spd* column ONLY if you have checked the box on the Wpt tab of the View Setup window.
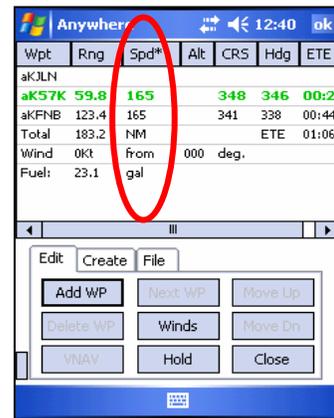
29. Anywhere Link now uses server DNS lookup by default. For those users (sat phone) who require hard IP addressing, this method can be selected by dropping an override file into the DAT folder. This will be important as our server IP will be changing soon, and DNS based units will not notice this change.

30. Added a menu item to download fuel prices from the Anywhere Link Menu (more logical than downloading them in an airport info screen)

31. Added a "continuous alert" mode to Personal Digital co-pilot heading and altitude reminders mode.

32. Began making incremental changes to make the recognition of BT devices more automatic and more trouble free. These changes will continue over the next few releases.

33. Added the ability to quickly hide the pop up info tags with Clear All Tags flag.

34. Flight timer in upper left corner actually has three functions: Flight (since speed was passed as set in aircraft profile), ZT (zulu time), and ET (elapsed time since the program was started). You toggle from one to the next by single-tapping the timer area. Each time you arrive at ET, a blue CLR ET box opens beneath it which. With a single tap, resets the ET to start a zero again. See right
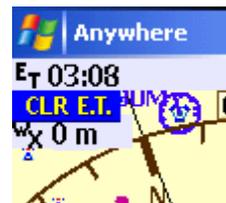
35. Max screen icon no longer obscures data displayed below it. If you use Max Screen (Rough Air Buttons > MAX) then the icon in the lower left corner used to revert to the normal map view used to obscure part of the flight data information.
36. In Find Nearby, when you click on any of the category buttons (ATIS, FSS, Airport, etc.) and get the resulting list, you must tap on an item on the list before the VIEW INFO button will illuminate. This is compliant with standard windows design and also eliminates the screens displaying 'garbage' as it did before.

New Features

1. XRX traffic scope display is now supported – a purchased activation code is required to use this feature. PDA systems that already use Bluetooth for GPS and weather will require a new power cable set up for the integration of XRX with Anywhere Map. This is because the PDA can only support 2 BT connections simultaneously. The new power cable powers the XRX as well as your other devices but also carries XRX data through the power line to the PDA's serial port.

    The XRX traffic display on the PDA is simple but effective. When the XRX is connected and traffic is detected within a cylinder that is +- 2500 and +- 6 miles around you, a small "halo" circle will appear around your airplane icon. There will be one or more colored dots around the periphery of this circle that denote the traffic threat severity and their relative bearing from you.
   • Blue dots denote the traffic is greater than +- 500' and up to 6 miles away.
    • White dots denote the traffic is within +- 500' but between 2 and 6 miles away.
    • Red dots denote traffic is less +- 500' and less than 2 miles away.

    In order to see more detail about a target, simply tap once anywhere on your airplane icon when the traffic detect circle is present. The Anywhere Map will zoom to a 6 nm zoom range with your airplane centered. The 6 nm range coincides with the 6 nm maximum detect range of the XRX. Now, because the map scale is considerably larger on the map, the colored dots are placed on the map in a position that denotes the bearing and distance away. In addition, the dots are large enough to have two data values inside them: range in tenths of a mile and relative altitude in hundreds of feet.

    Once you have reviewed the traffic in this 'XRX mode', you can cancel it by tapping the icon in the lower right corner of the map. The map zoom level and configuration will revert to your prior zoom level.

    Refer to the XRX manual for details about the accuracy of bearing, use in pressurized aircraft, and placement of the XRX in the aircraft for most effective operation.

2. New Waypoint and Destination times in the lower left corner of screen. Allows you to toggle between time enroute and time of arrival, at next waypoint and destination.
    a. To change from Time of Arrival to Time Enroute, tap the label once. (red circle)
    b. To change from Next Waypoint to Destination, tap that label once. (blue circle)
    c. To open the Flight Status Pop up, double tap the time section. (green rectangle)
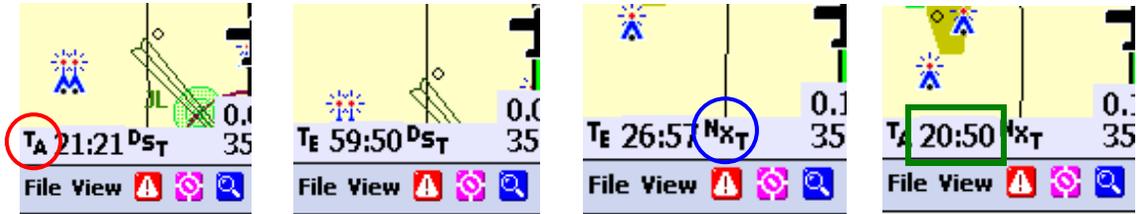
3. Flight status details:
    a. ETA Dest: Time of arrival at destination
    b. ETE Dest: Time remaining to destination
    c. ETA Next: Time of arrival at waypoint
    d. ETE Next: Time remaining at waypoint
    e. Current
        i. FLT Time: Time since departure
        ii. TO: Time of departure
        iii. Fuel Used/Remaining: so far, in gallons
    f. Estimated at destination
        i. FLT Time: Total flight time

4. A Tripmeter / Odometer has now been added that tracks your flight distance traveled as well as accumulated total distance traveled. The Tripmeter tracks distance traveled since the beginning of the flight (as long as you reset it before you depart). Odometer tracks distance accumulated until you next reset it. These are really just like the meters in your car. To display, see File > View Setup > Fmt tab. Tripmeter displays in lower left corner above the flight time data with the label "T". To reset, see File > Tools > Tripmeter / Odometer.
5. In View Settings, there are notations on each tab that denote which items are saved in the View and which are not. This should help understanding of view changes, temporary and permanent.
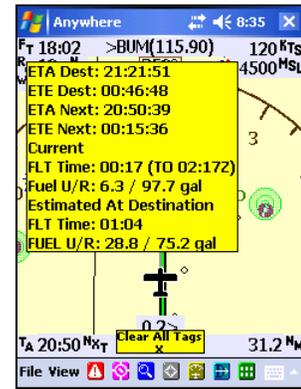
Known issues and limitations:

1. **IMPORTANT!** There is an anomaly in the current database (effective January 18, 2007) that appears to be an application problem. The Class airspace rings will disappear past a certain zoom level. They should not do this. We are working on an interim database release to correct this but at minimum it will be corrected in the next regular database update cycle scheduled for February 15. BE CAREFUL if you are looking at long zoom ranges or if you have Auto-zoom turned on because the Class airspaces will disappear and you could inadvertently fly into one! Until a database update is released we recommend you use Auto-zoom carefully.
2. Winds from XM: Many folks don't realize that if you have the Aviator plan ($50 per month) that the Winds Aloft data rolls into the flight plan screen and is used for flight plan calculations. This occurs when you turn on Winds on the WX tab (File > View Setup > WX tab), whether the Barbs are turned on or not. Once you turn on Winds and

then receive a winds file across the XM feed, the flight plan screen will show the winds for your current position and using the altitude set in the WX tab with your flight plan for the flight speed and time calculation. There is a small bug that displays the wind direction in the negative if the distance from which the wind is blowing is less than 360 and greater than 180. The course and speed calculations are correct, but the direction number is actually the number of degrees that should be subtracted from 360 to get the wind bearing. This will be corrected in the next release. If you turn off Winds on the WX tab, then the winds used in the flight plan revert to either the winds you manually entered there (Winds Button) or to zero wind.

3. If the RMI to a navaid is selected, the Tripmeter is overlaid by the RMI. There is only a limited amount of screen real estate, and we have decided to give the RMI priority. To view the Odometer, you must de-select the RMI.

4. The Tripmeter currently counts distances accumulated in a "JUMP TO" on the map. At some point in the future, the function will be changed to only accumulate GPS recorded motion. Also currently the function does not record (update) while the display is in preview mode.

5. Approaches with flight plans: Flight plans still do not properly save approach information, when an approach is appended to the end of a flight plan. There are several other issues with approaches and flight plans as well. For example, the distance (lower right) does not calculate correctly when the last waypoint in an approach is not the actual destination as would be the case with a missed approach hold point being the end of the approach. As another example, if you add an approach to a flight plan and then you want to delete one of the approach fixes or bypass one using the Direct To function, you can not do so. We will completely review approaches as well as look for data to add on other approach types, as we move forward.

6. The Class B/C/D airspace circles disappear after a certain zoom level instead of turning into single outer ring circles. This is a database change and will be corrected in the next release of the database.

7. SUA selection color: The beta team and we discussed this color at length. While much better than yellow, the brown contrast against the red SUA (MOAs) is not as great as it could be. We will continue to review colors that may work better.

8. Auto zoom may deselect when you open and then close a flight plan. This will be reviewed in a subsequent release.

9. If you're using the XRX via wired serial connection and the PDA loses it's connection from the XRX (the power is disconnected), the traffic presentation (halo and traffic dots) will remain frozen on the screen. The map is still fully functional, but the traffic presentation is 'frozen'. To remedy, simply re-insert the PDA into the mount to reconnect it to the XRX. This situation will not be as evident if there isn't any traffic being shown on the map at the time you pull the PDA out of the mount / lose connection.

More information on XM weather operation and activation:

Normal Start Up

When the weather system is started (power on and Anywhere Map started) the *normal* progression of weather status in the upper left corner of the screen should be INIT, REQST, and then finally GOOD (or what ever signal strength your antenna has with the satellites). This

progression takes about 20-30 seconds and once completed the system is in a position to receive weather files as they are broadcast. Sometimes the weather system may not initialize properly and will show INIT alternating with ERROR instead of the normal as described above.

It is likely that this occurs because you power on the Anywhere Map gear before engine start. If there is a power spike or voltage drop during engine start, the XM unit can be left in a state where it will not operate properly. The resolution is very simple.

1. Simply close Anywhere Map (File > Exit)
2. Cycle power on the XM unit. This can be done by briefly unplugging power from the XM itself or just temporarily unplugging and then re-plugging the power plug from the airplane. The GPS and PDA won't care or be affected by this since they have their own batteries. NOTE: If you have our BakPak XM battery, you must cycle the power switch.
3. Now just restart the software. The unit should start normally and the status progression described above should take place.

XM Activation Screen

There is a lot of confusion about the XM Activation screen. The XM Activation screen opens if your XM unit has a problem. This may be due to the loss of XM activation (see our knowledge base for more information on this), you do not have the antenna plugged in, you don't have a Bluetooth connection, or the airplane is not in a position where the XM antenna can see the XM satellites. Here are a few easy things to check in the order of their importance:
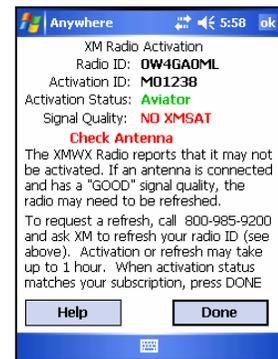
1. Radio ID: If the Radio Id is shown at the top, then you have a good Bluetooth connection. Continue down the items below. If you do not see the Radio ID, then please power down your system and restart it. If this screen reappears and you still don't see the Radio ID, then call Anywhere Map tech support: 1-620-292-9748.

2. Signal Strength: If the signal strength is GOOD, then your antenna is properly installed and "seeing" satellites. If signal strength is Fair or Poor, move the antenna (or turn the airplane) until it shows GOOD. This is critical to proper operation. If the signal strength is NOXMSAT, then either your antenna is not connected properly, you have a bad antenna, or the antenna is completely out of view of the satellites (the plane is in the hangar).

3. XM Status: If the Status shows None, then your unit has probably lost activation. Call XM (800-985-9200), give them the Radio ID and ask them to refresh the radio for you. **Your unit MUST be running and displaying this screen for the reactivation to work!** Within about 10 minutes after XM initiates the refresh, you should see codes on this line: "M1" for Aviator Lite or "M128" for Aviator. You may see a 0 or 3 there as well. This is no problem.

4. XM Activation: Once the codes in XM Status begin appearing, this line will change from "Not Activated" to "Partially Activated". Once the proper codes are received, this line should show "Aviator Lite" or "Aviator". Now simply tap DONE and you will return to the map where the XM unit will reinitialize as normal.