

AnywhereMap® / AnywhereWx®

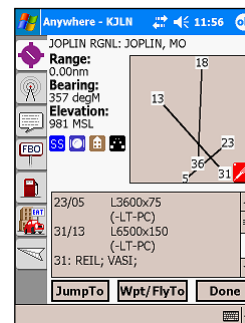
Version 1.7 Release Notes

Please read the “Known Issues” section at the back of this document before upgrading

Major AnywhereMap changes

New Airport Information Screen

- Information in tabbed categories
- Runway layouts
- Graphical extended centerline control
- Approach selection tab
- AWOS Phone numbers are now provided in the airport information screen
- Weather information tab (Wx only)



New zoom and pan options

- The new pan button allows quickly panning ahead of the aircraft with a single tap to preview airspace / weather ahead.
- The new Box Zoom command allows easy zooming in on map regions.



New Virtual ILS Features

- Dynamic ILS Intercept shows rubber band intercept point as you fly

New Distance Flown Feature

- Odometer in lower left corner shows total distance flown

New class b/c Approach frequency tags on the map.

- Approach frequencies can be shown graphically on the map by sector, just as on sectionals and terminal charts. The graphics can also be reduced to a small icon that can be single tapped for Frequency displays.

Instrument Approach Course Depictions

- Approximately 4000 non-precision approaches included
- Approaches are selected in the new airport information screen
- Legs depicted in red, active leg in bright red
- MDA altitude slider allows minimum descent altitude to be modified from default value
- Altitude target on top of Map display next to waypoint name
- VNAV for depicted approach legs

Menu changes and other new features

- The “Display Features” menu option in the File menu has been renamed “View Setup” to emphasize that those settings are all saved as part of a view. Many other settings have been moved into these screens as well.
- The waypoint sequencing controls have been moved from the File>User Preferences>Waypoint tab to the File>View Setup (WPT tab).
- The PAN button replaces the day / night mode button on the main toolbar. Day / night mode can still be selected in the VIEW menu.
- For those customers with a (legacy) licensed copy of the AOPA directory, this feature is available from the File>Tools menu.

Bug fixes and minor enhancements

- The Direct to screen has been changed slightly. Instead of prompting you to LOOKUP VOR or LOOKUP Airport, it simply says UNIVERSAL FINDER which takes you to the universal finder screen to look up an airport/navaid/fix.
- The universal finder screen now has a HIDE KB button to drop the input keyboard more readily.
- Improved auto pilot output support for experimental planes with autopilots that can couple to a handheld GPS.
- Numerous minor bug fixes have been incorporated.
- The map now has much faster screen updates, faster menu response and generally faster map operation.
- The stability of the software is greatly enhanced.
- Bluetooth management on 4700 Ipaq's is greatly improved. Starting AWMap with Bluetooth disabled will no longer result in system hang-ups
- The Emergency landing mode look and feel has changed slightly. Instead of the entire lower portion of the map screen being the “Tap to cancel” area, there is a “Cancel Emergency mode” button on the screen, much like the Cancel Pan mode and Cancel Box zoom mode buttons. A warning displays if the SFR file that is loaded is more than 24 hours old.
- Runway identifiers at airports with parallel runways are now correctly shown in the Airport information screen as either left or right.
- VOR's NDB's and Obstacles (towers) are now depicted in a more graphical form.

Anywhere Wx® Changes and improvements

New Wx Presentation in the Airport Information Screen

- METAR flags display as on Map
- METAR/TAF text under new WX tab
- If wx is not published by that airport, weather data for nearest airport will be displayed with reporting station used and distance away
- XMWX® City forecast information is now included. This information is listed textually after the metar and TAF under the WX tab in the airport information screen. City forecasts are 5 day forecast hi/low temps, precip probability.

Other new weather features

- Surface winds are drawn graphically on the map. The wind barbs are coded as in a standard meteorological report and are shown at zooms of <25 miles
- IR Sat photo imagery can now be viewed when using XMWX weather
- Weather show / hide settings have been moved to the new “View Setup” menu under the WX Tab.
- Double tap on the WX: AGE display on the screen to see the WX Setting screen.
- Single tap on the WX:AGE display area on the screen to see the XM signal strength status.
- There is now a new diagnostic tool for XM use, if no satellite data is received for three minutes, the red warning message “XM TIMEOUT” will appear on the map screen
- XM Receiver activation software is greatly improved.
- The XMWX signal strength is shown in all WX setup screens now
- Pressing the XMWX Setup button in WX Settings screen now invokes a wizard that will intelligently suggest the best course of action to connect to the XM box or repair the connection to the XM box.
- Echo tops now has “Above only” checkbox
- Tapping METAR flag on Map displays METAR data in pop-up box

Notes on echo tops and IR Sat photo in XMWX. The color steps are 5K feet each color for the tops coding. All tops above 30K feet show as the pale blue color. Using the Above only feature allows these to be seen more clearly.

Detailed Explanations of selected new features

The New PAN mode toolbar button

This button puts the map in a "jump where you tap mode" that acts like a panning function but better. The point that you tap becomes the new aircraft location. Just like jumping in earlier versions, if you jump the map to an area that does not contain your current GPS position, the map will go into "preview mode" in addition to Pan Mode. But unlike before, you will remain track-up instead of north-up. This feature is especially handy if you want to jump ahead on your flight course to check out weather or terrain or airports ahead, without zooming out and losing map detail. Returning to your normal track-up mode is accomplished by simply tapping the Pan Mode reminder icon that displays on the screen. When you are panned to the desired location, cancel pan mode by tapping on the CANCEL PAN icon in the lower right corner of the screen, and you can then access data about anything on the screen as normally by tapping on it. The older day / night mode button was replaced by this button. Day / Night mode selection can still be done from the view menu.



The New Box Zoom view menu command



You can now zoom in on a specific area by dragging a box onto the map screen. For example, if you're on a wide view of 200 miles or so and you want to zoom in on a particular area of the map that is in that view, you can turn on Box Zoom and then drag a rectangle out with the stylus that encompasses that area of interest. When you raise the stylus off the screen the map zooms to display the area inside the box you drew. Dragging out a box is done by placing the stylus on the screen and envisioning that the point where the stylus is touching is a corner of the box you are about to create. Without taking your stylus off the screen, drag the stylus across the screen to a point that would be the corner opposite the one on which you started. For example, if you started in what would be the upper left corner of the box that will enclose the area of interest, drag the stylus to the lower right so as to drag out a box-shaped area. You will actually see a line develop that describes the perimeter of the box being created. When you release the stylus, the map zooms to show everything that was enclosed within the box. All screen pokes and taps will be interpreted as zoom in windows until the CANCEL ZOOM icon in the lower right corner of the screen is tapped.

New Airport Information Screen

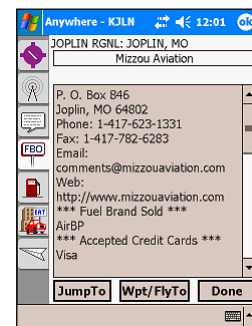
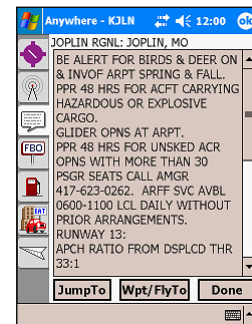
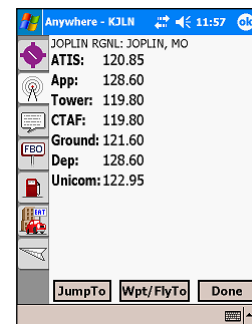
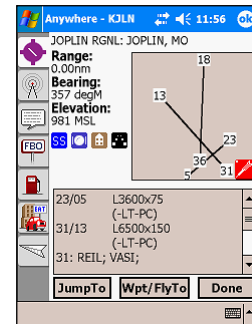
The new airport information screen is the most dramatic new feature of version 1.7. This screen has been completely reworked and revised and incorporates many new features. The old “tabs” across the bottom of the screen are gone, and replaced with larger “rough air friendly” tabs up the left side of the screen. Basic airport data has been split into multiple pages.

The General airport data tab shows basic runway and elevation data along with a new “stick” airport diagram drawn north up on the screen. If the user double taps anywhere on the stick airport diagram, the actual scanned airport diagram for that airport is displayed (this used to be accessed by a button on the AOPA tab of the old airport screen). Tapping on the Red button in the lower right corner of the stick diagram extends the centerlines of all the runways at this airport, both on the stick diagram and on the map screen. If this airport is your destination, you will see a green course line on the stick diagram showing your approach to the airport.

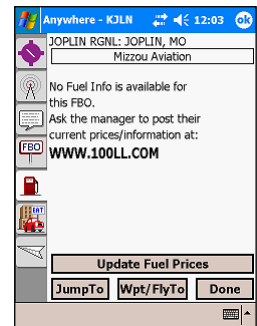
The COM tab shows airport frequencies and the AWOS/ATIS phone number is there is one available for that airport. This data is shown in a much bigger font than in previous versions.

The extended airport information tab is part of the new 100LL.COM airport directory and offers detailed information published by the FAA about that airport, including noise abatement information, phone numbers, runway and taxiway conditions, approach obstacles, displaced thresholds and much more. This is like an electronic version of the FAA’s Airports and Facilities directory (AFD).

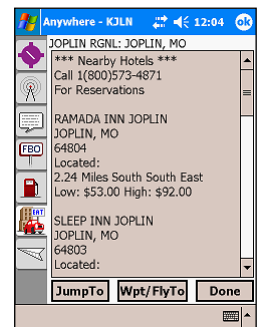
The FBO tab shows detailed information about thousands of selected Fixed base operators (airport businesses) that are found at this airport. This data is also part of the 100LL.COM airport directory. If there are multiple FBO’s at an airport, left and right arrow tabs appear on either side of the business name, allowing you to select between the various vendors. If you see an FBO that is not listed, either call Control Vision at 800-292-1160 to suggest one or visit www.100LL.com and click on the Suggest an FBO button. This data will be updated monthly as part of the standard database update package supplied under your Annual update and database subscription with AnywhereMap.



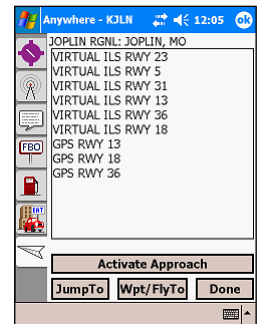
The FUEL PRICES tab offers the Anywhere Map customer access to the only in flight fuel price system available anywhere. Anytime your Ipaq has internet access (WiFi, or in the cradle) you can download up-to-date fuel prices from www.100LL.com automatically by simply tapping **Update Fuel Prices** button in this screen. In seconds your PDA is loaded with up to date fuel prices for many airports. Unlike some online services, all of our fuel prices are updated at least monthly so you should never see fuel prices that are two years old. The downloadable fuel prices are updated continuously, so when you download new prices this reflects any data entered up to the moment of your download. Fuel price data files will automatically be purged from your PDA after two weeks so be sure to download new prices before every trip. Normally there will be a \$30 per year charge for this fuel price data, but all users can download fuel prices FREE during the month of June as an introductory special.



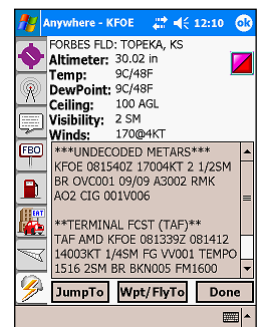
The nearby hotels tab shows hotels near the airport (restaurants and rental cars coming soon). This service is offered in conjunction with HOTELS.COM a leading internet reservation service. There is a toll free telephone number given that allows you to contact hotels.com and make reservation at any of the hotels listed.



The Approaches tab allows you to access the published digital approach procedures, and the virtual ILS approaches to any published runway in the anywhere map database. Not all instrument approaches are published digitally by the FAA, however most GPS and GPS RNAV approaches are available in this listing. We will be adding more approaches of other types as the FAA begins publishing them. See “*instrument approach courses*” below for more information



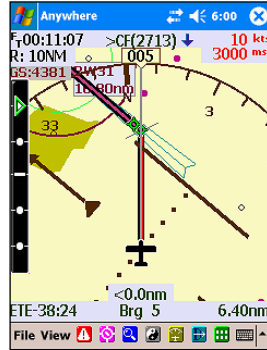
If you have Anywhere WX® software the weather tab shows the METAR for the nearest reporting airport (new feature) as well as the TAF for the nearest reporting airport, and if you are using XMWX® datalink, the City forecast for the nearest reporting city as well. The METAR data is shown both decoded and undecoded. TAF’s are only shown undecoded at the present time. City forecasts show expected hi and low temperatures, cloud cover and probability of precipitation for the next 5 days for most cities.



New Virtual ILS Dynamic Intercept Mode

This feature creates a dynamic intercept path to the final approach course for the virtual ILS. As the heading changes during the intercept course, so does the intercept point. This way, you are always flying on a course line that intersects with the final approach of the virtual ILS. The ETE and distance to next waypoint show time/distance to the intercept point.

Course to intercept, 005. Waypoint is intercept waypoint.

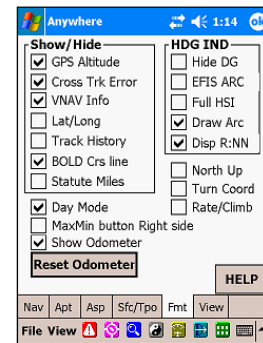


Course to intercept is now 027. Intercept waypoint shifts outward to remain engaged with final approach course.



New Distance Flown Feature

This is an odometer that displays in the lower left corner of the Map display. It shows total distance flown. Turning the odometer on and off and also resetting it to zero can be done in the Display Features menus, Forma tab. See settings in lower left corner as shown in image at right.



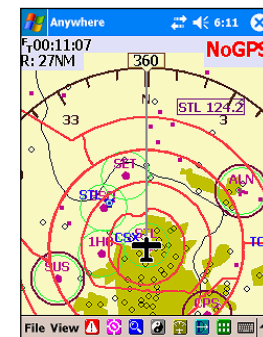
New Pop-up Data Boxes

These boxes pop-up on the Map display for cities, VORs, and METAR data (Anywhere WX only). They make reading pertinent data about the item quicker and easier than double-tapping to get the information. Of course, more details are still available under the info screen for VORs, towers, etc.



New Class B Frequency Prompts

When turned on, these flags show the frequency for approach, etc. as you approach the Class B airspace. In this example, the frequency 124.2 displays in the upper right section of map. This data is updated monthly



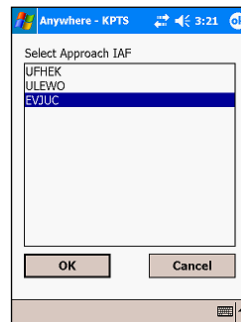
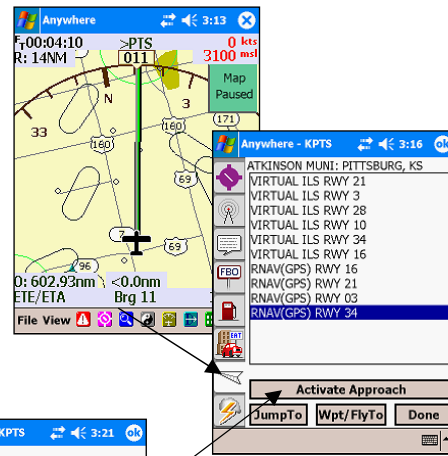
Instrument Approach Courses

These are approach course depictions that guide you through an approach beginning with the IAF and continuing to the missed approach hold point. They are situational awareness tools only and should NEVER be used as the primary means of flying the approach.

Digital procedural data is available for only approximately 1/3 of the total number of instrument approaches. This data is taken from the FAA's National Flight Data database. Most GPS and GPS (RNAV) approaches are included. A few VOR and NDB approaches are included. At present time, Localizer and ILS procedures are not shown, however you can overlay a virtual localizer on any runway and flight plan to the fixes and markers using the standard tools available in AnywhereMap.

Setting Up the Approach

1. Scenario: Approaching KPTS from southwest, flight plan direct to airport. Graphic 1
2. Approach Example: KPTS, GPS RWY 34
3. Open Airport Info Screen for PTS, tap Approach Tab
4. Select RNAV GPS RWY 34, then tap Activate Approach. Graphic 2
5. Select IAF, in this case, EVJUC.
6. Then tap OK. Graphic 3
7. Now adjust MDA to match plate – 1540 MSL
8. When prompted, answer “yes” to creating a flight plan to IAF.



This graphic shows the newly modified flight plan that goes directly to the IAF (EVJUC) then down the final approach course. There is a step-down fix at OBXEN. The HOLD for the IAF is at EVJUC and the inbound holding course is in line with the final approach course.

Here is a zoomed view with the airplane turned on course to EVJUC. Distance is 7.8 miles. NOTE: The Odometer in the lower left corner is incorrect simply due to the jumping around we did with the map while creating these release notes. Disregard the numbers.



Approach progression:

1. Approaching EVJUC, the FAF. Hold is to the right.



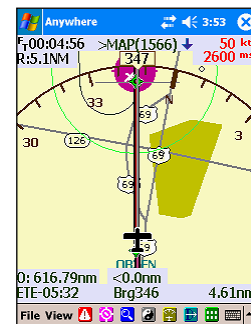
2. Turning at EVJUC, next segment lights up red, VNAV prompts for descent to 2600. FAF (OBXEN) is the limit for 2600 msl.



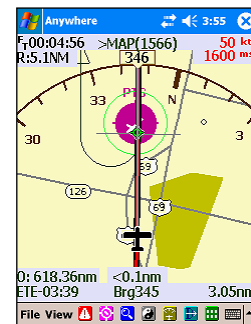
3. Approaching OBXEN, level at 2600, .1 miles left of course.



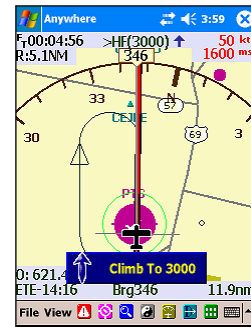
4. Crossed FAF, prompted for descent to 1566 (actual MDA is 1540), MAP is the descent limit.



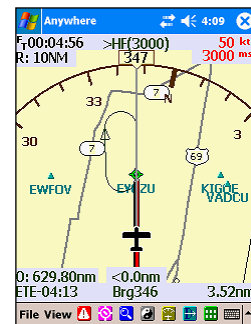
5. Approaching MDA at 1600 msl.



6. Passing MAP, now prompted for missed approach procedure which is Climb straight to 3000, direct to EWOZU.



7. Approaching EWOZU, hold is clockwise, teardrop entry.



KNOWN ISSUES – read before upgrading

- Check the Knowledge base online for updates to this list

WARNING - Your user waypoint file will be corrupted with this upgrade. If you have a lot of user waypoints, please save a copy of the file \dat\user.dat before running 1.7 the first time. We will offer a free utility to read your old waypoint files and update them very soon.

If you get the error “Out of Bluetooth memory” when running this software be sure that the APDIR folder is placed on the storage card. The utility DBMOVER is available from the downloads section of our website and allows you to easily move the files to the storage card. If you already have DBMover, be sure to get the newly updated version (for 1.7) from our website.

XWMX will not work with dual Bluetooth systems on some 2210's and some 5500's at this time. This will be fixed in the next few days with a minor upgrade. Do not upgrade at this time if you have dual Bluetooth and use a 5500 or 2210's. If you get the “Cannot connect to XM” message when you run the software your PDA is susceptible to this problem and you should return to using 1.67.

When installing the software, if you select the Update Only option you will not get the new airport directory files. We recommend the full upgrade and using the new DBMover to put what is needed onto the storage card.