1 Air ‘moving map’ fields

- **AGL**: Altitude from Ground Level.
- **Air speed**: Difference between our speed and the speed of the wind component in same direction (or opposite). Indicates the speed of the air that is running through our plane.
- **Alt. at next**: Predicted altitude in next waypoint, if current trajectory is maintained.
- **Alt**: Altitude over sea level.
- **Battery**: Remaining energy in PC/PDA.
- **Barometric altitude**: Altitude from sea level received from barometer (if available).
- **Brg. next**: Bearing to next waypoint.
- **BRN**: Orientation of our course in horizontal plane (0 = N, 90 =E, 180 = S, 270 = W)
- **Col. Dist.**: Distance that can be covered before running into the ground, if current trajectory is maintained.
- **Demora**: Diferencia, en grados, entre el rumbo programado (al siguiente waypoint) y el rumbo que realmente estamos siguiendo.
- **Dif. Speed to Fly**: Speed to fly – Current speed.
- **Diferential**: GPS gives diferential signal (submetric accurancy).
- **Dist. to next**: Distance to next waypoint.
- **Dist. Dest.**: Distance to destination (last waypoint of the route).
- **E.T. Dest**: Estimated time to reach destination (last waypoint of the route) (at current speed).
- **E.T. Next**: Estimated time to reach next waypoint (at current speed).
- **Free memory**: Free space in PDA’s memory.
- **Goto Arrow**: An arrow will point to next waypoint.
- **GPS altitude**: Altitude from sea level received from GPS.
- **HDOP**: Horizontal Dilution Of Precision (estimated current accurancy of the GPS).
- **Hour Dest**: Estimated hour to reach destination (last waypoint of the route) (at current speed).
- **Hour Next**: Estimated hour to reach next waypoint (at current speed).
- **L. Alt.**: Altitude of the land we are overflying.
- **L/D Goal**: Minimum glide ratio required to reach the Goal (going through all intermediate waypoints) (distance to goal divided by goal’s altitude over ground level).

- **L/D Req.**: Minimum glide ratio required to reach next waypoint (distance to waypoint divided by waypoint's altitude over ground level).
- **L/D**: Glide ratio, dividing horizontal distance by vertical (descending). A high glide ratio means a good gliding, while a low one means a fast descent.
- **Max. sp.**: Maximum speed in current flight.
- **Maximum height:**: In current flight.
- **Mean speed**: Mean speed from start to now.
- **Norm. Acc**: Normal acceleration (perpendicular to movement, in circular movements).
- **Num. of satellites in use**: Amount of satellites from which our position is calculated.
- **Number of points**: Track points saved up to this moment.
- **Partial Odom.**: Covered distance from current flight start (reset keeping the pencil pressed on the field).
- **Pgps**: Position from GPS.
- **Place**: When a vector map is loaded with information about the zone, this will show the name of the element which fits with our current position.
- **Rad.T**: Radius of turn.
- **Speed to fly**: Using the polar of your plane (if available), calculates the recommended speed to cover the longest distance in current wind conditions.
- **Tang. Acc.**: Tangential acceleration (same direction as movement).
- **Temper.**: Temperature
- **Total Odom.**: Aggregate distance of all your flights (it can be reset).
- **V**: Current speed.
- **Vario**: Vertical speed.
- **Wind Dir.**: Wind direction (If you don't have an anemometer, the program will calculate it from movement data, obviously losing accurancy).
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