



## UGCX MANUALS

# CHANGE LOG

# VERSION 2.0

Date: May 30th, 2020

## New Features and Changes:

- Pushback support for the Majestic Dash 8 and an additional pushback option for the PMDGs called the **FREEZE METHOD**. This new option is available in “**Aircraft Profile**” menu. With this method enabled, UGCX will move the aircraft by essentially slewing it, rather than physically pushing it. Note that the wheels will not turn.
- Fixed Add-on.xml file reader exception handling.
- Fixed cache loader to read only airports with runways, not heliports.
- Fixed Top-down view issue with Window 10 animations.
- Fixed Canada language selection.
- Fixed and improved marshalling onto stand guidance.
- Fixed rare cases where the tow bar would disconnect visually from tug and nosewheel.
- New Options Menu function to exclude “heliports” by ICAO ID. This prevents heliports from being read. The new option is called: “**EXCLUDE AIRPORT OR SCENERY AREA**”.
- Added a new aircraft offset: “MAIN EXIT DOOR”, which helps UGCX define the final stop position when marshalling onto the stand.
- New feature to scan the nearest airport’s ICAO name to improve scenery cache loading speed.
- Added a small window to allow users to move the marshaller’s location during the following ground services:
  1. Engine startup by hand signals
  2. Marshaling onto stand operations
  3. Follow me car

# VERSION 1.9

Date: April 25th, 2020

## New Features and Changes:

- P3D V5 Support.

# VERSION 1.8

Date: April 11th, 2020

## New Features and Changes:

Be sure to watch the V1.8 videos here:

<https://www.youtube.com/c/UltimateGroundCrewXOfficial>

- Bypass Pin Agent Calibration issue fixed.
- If creating a custom pushback route using the Top Down View, you will now automatically be returned to the Virtual Cockpit when you click the X sign in the Airport Diagram Viewer.
- Extreme bank and main gear sinking during turns while towing large aircraft mitigated.
- Scenery Layer reading system updated.
- CTD fixed if using a long Custom Route Pushback name.
- Map view now removed automatically after use.
- New option to disable the Map View.
- Parking spots are now reserved after requesting a tow to parking. This way an AI aircraft cannot take your spot.
- Flying fire truck issue fixed.
- For home cockpit users, the UGCX volume can now be controlled via this new LVAR:  
**UGCX\_AUDIO\_VOLUME**
- Ops Manual Changes: OPEN and CLOSE MAP voice commands removed from manual. Additional information on assigning joystick buttons added.

# VERSION 1.7

Date: February 24<sup>th</sup>, 2020

## New Features and Changes:

- Edit computer generated and existing custom pushback routes.
- Assign English names to computer generated and custom pushback routes.
- Top-down view (map view) of custom locations in the simulation.
- Preview computer generated or custom pushback routes directly in the simulation
- Push-To-Talk key assignment for communications with ground crew when using Voice Control.
- Bypass removal animations on 3rd party aircraft now occur exactly when the ramp agent's animation ends.
- Tug now stops pushback exactly at the pushback route's last waypoint's location.
- Support for parallel lanes pushback at complex airports.
- New option to display only pushback route names in the menus rather than entire phrase. For example, "We are ready for pushback and engine start, tail southwest" can now be shown simply as "Tail southwest".
- Modify existing pushback route nodes locations by just performing a simple drag-n-drop.
- Speech recognition engine can recognize custom pushback route names using voice commands.
- New voice commands for engine startup during pushback.
- Support for the PMDG B737 NGX.
- Added a minimize button to the airport chart viewer's window.
- Ability to modify aircraft's final nose heading with the mouse wheel on the airport map window.
- External cameras attached to the ground crew (Prepar3D only).
- Calibrate the bypass pin's agent location per aircraft's profile.
- Create and edit custom pushback routes directly in the simulation.
- Fixed overshooting during pushback with large aircraft such as the Boeing 747, 777, etc.
- Custom key assignments to decouple glider and carrier simulation operations from UGCX events.
- New available voice callouts during pushback: "ARE WE CLEAR TO START ENGINE (1 / 2 3/ 4)".
- New Aircraft Profile option to suppress Hard/Soft Mute alert in Green Bar.