

Lufthansa Systems FlightNav

General Navigation Data Information

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Precision approaches: missed approach procedure requires a turn prior to landing threshold

The purpose of this document is to provide information about a change in the Navigation Data Coding procedures at Lufthansa Systems which will affect all Lido FMS Navigation Database Users.

Situation

Up to ARINC 424-19, the coding of a precision approach always mandates the runway to be coded as the missed approach point. However, the missed approach procedures of a limited number of ILS approaches at certain airports require a turn prior to the landing threshold. The latest version of the ARINC 424 Standard (Supplement 20, released in December 2011) has modified the relevant rule to allow coding of the above mentioned procedures according source.

Implementation

From AIRAC cycle 1213 on (eff. date 13-DEC-2012) Lufthansa Systems FlightNav may provide these approach procedures to the Data Packers upon their request with correctly coded missed approach points as per official source. The runway itself will then no longer be part of the coding in the FMS Navigation Database.

Depending on the actual aircraft / FMS combination, the Data Packer may request to exclude precision approach procedures that do not have the runway coded as the missed approach point. As per today, all Data Packers accept such approach procedures, except Honeywell Aviation. We have been informed that Honeywell also plans to support such procedures in the future.

Please contact us in case of any questions or comments.

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