Lufthansa Systems

Lufthansa Systems FlightNav

General Navigation Data Information

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Flight Path Angle at the Final Approach Fix: Honeywell FMS NavDBs

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 that are using the Navigation Database on a Honeywell FMS equipped fleet.

Situation

In the past, when submitting the ARINC 424 file to Honeywell, Lufthansa System had to omit flight path angles (FPA) coded on the Final Approach Fixes (FAF). It was only possible to have an FPA coded on the fix that carries the missed approach point (MAPt) coding and any step-down fix between the FAF and the MAPt.

Change

From AIRAC cycle 1304 on (effective 04-APR-2013), we are now allowed to provide a coded FPA to Honeywell also on the FAF sequence. Consequently, NavDBs that previously did not contain an FPA on the FAF but on the MAPt sequence may now also contain an FPA on the FAF sequence, in case the FPA is coded on the FAF sequence in Lufthansa Systems' worldwide aeronautical database.

To make certain FMS types working correctly, an FPA coded on the MAPt sequence had already to be repeated by Honeywell on the FAF sequence (e.g. Airbus FMS NavDBs). To learn more about your specific Honeywell system's capabilities and limitations, please refer to your Honeywell documentation or contact Honeywell Aviation Services directly.

The NavDBs of FMS vendors other than Honeywell are not affected by this change. With this change implemented, the same formatting rules are applied in regard to FPA in all Lufthansa Systems' ARINC 424 files provided to the FMS vendors.

Please contact us in case of any questions or comments.

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