Enhanced Honeywell Avionics Package Delivers Greater Situational Awareness, More Efficient Routing

Dassault has received FAA and EASA certification approval for its Primus Epic-based EASy II software package for the Dassault Falcon 900 EASy series business jet.

Honeywell's Primus Epic avionics architecture pioneered the integrated cockpit concept in business aviation. The enhancements provided in the Dassault EASy II package continue to further safety and operational capability. Honeywell SmartView synthetic vision improves situational awareness, and the Required Navigation Performance—Authorization Required (RNP-AR) approval allows for more efficient routing.

EASy II is the second application of the SmartView family and builds on Honeywell's commitment to bring new and innovative functionality to the world's most advanced cockpits.

SmartView relies on Honeywell's Enhanced Ground Proximity Warning System (EGPWS), a terrain database that has an unprecedented record of proven operation with nearly 800 million hours on commercial air transport, business jets and helicopters operating around the world.

The Satellite Based Augmentation System —Localizer Performance with Vertical guidance (SBAS-LPV) is also available with EASy II. SBAS-LPV provides vertical guidance during LPV approaches, increasing navigation accuracy and availability. In addition, EASy II is compatible with the European SBAS—the European Geostationary Navigation Overlay Service (EGNOS), a recently implemented system that allows more flights to carry out precision approaches at European airports safely and efficiently. EGNOS is similar to the Wide Area Augmentation System (WAAS) available in the U.S.

Also available with EASy II is Honeywell's SmartRunway and Automatic Descent Mode features.

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Using the New ILS Autotune Functionality

For operators upgrading their FMS software to 7.1 through an upgrade such as Cert Foxtrot or Phase V, one of the new functionalities is the addition of auto-tuning and localizer course setting for the ILS. When an approach is loaded through the ILS, the system automatically tunes the localizer frequency and sets the inbound course at the appropriate time. Operators can then use the preview functionality to capture the localizer course directly from Long Range Navigation. In order for the system to work effectively, operators will need to understand the setup and execution for the ILS approach as described below.

Background

The FMS software automatically selects preview, sets the inbound course and tunes the correct ILS frequency when the aircraft reaches the appropriate distance (75 nm flight plan distance and 30 nm direct distance from the destination airport). The crew should leave the preview indication displayed and allow the aircraft to capture from the Long Range Navigation source by selecting APPR on the flight guidance panel once LNAV is captured.

Setup

The first step in setting up the system is to ensure that autotune is enabled for the NAV radios. This can be accomplished by selecting PROGress page 1 and verifying a cyan A is displayed next to the NAV frequencies. Nav frequencies are displayed next to line select key 5L or 5R (see Fig. 1).

Figure 1

The cyan letter before the navaid identifier indicates the tuning mode for the NAV radios. The available tuning modes are: A, V, M, or R. For a detailed explanation of the different modes, refer to the chapter on PROGress pages in your applicable pilot's guide. If autotuning is not selected, perform the following 3 steps:

1. Verify FMS is the selected nav source on the respective PFD (magenta or cyan CDI needle depending on manufacturer).
2. Press the DELete key from the keypad on the (M)CDU.
3. Press Line Select Key 5 Left and/or 5 Right to enable autotune for NAV 1 or NAV 2.

After performing this step, the crew should be able to verify autotune is enabled by either the cyan A as shown above in Figure 1 or by the indication FMS AUTO in the NAV box on the RADIO page of the MCDU (see Fig. 2).

Figure 2

Do's and Don'ts

DO load the approach at the appropriate time as specified by company SOP or procedure.

DO NOT press the PREVIEW key prior to or after loading the approach. The system is designed to activate the PREVIEW mode automatically at the appropriate distance.

DO clear the flight plan after landing if not powering down the avionics. This prevents an anomaly in which the FMS loads the course from the previous approach.

DO cycle through the PREVIEW modes if a change in approach is issued after the system has generated the inbound course.

DO wait until the aircraft is within 75 nm flight plan distance and 30 nm direct distance from the airport. The system should automatically tune the frequency and set the inbound course at that time.

- Use caution at airports where the arrival and the final approach course are closely aligned. Several operators have reported being cleared to join from the arrival greater than 30 nm out before the system has auto-tuned (i.e., KIAD and KTEB).

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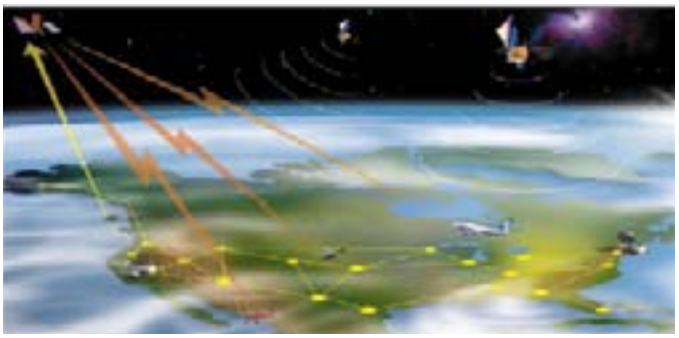
LPV Approaches

Momentum is rapidly growing for Localizer Performance with Vertical Guidance (LPV) approach procedures which are being created in the U.S at an amazing rate. As of August 2011, the FAA has published a total of 2,677 LPV approach procedures which is over two times the number of ILS glide slopes in the National Airspace System.

FMS Versions 6.1 & 7.1 include LPV approach capability and are now available on select NZ-2000 and Primus Epic equipped aircraft with others coming on-line in the near future.

SBAS Enables LPV Approaches

LPV precision approaches are made possible through the deployment of Space Based Augmentation Systems (SBAS). The FAA Wide Area Augmentation System (WAAS) is a SBAS system that serves North America.

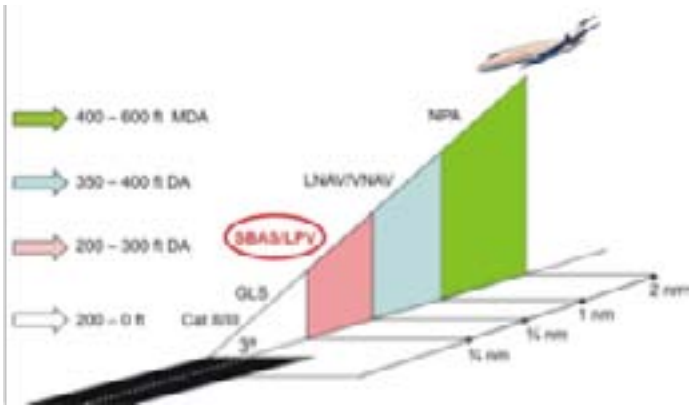


SBAS systems use a network of ground reference stations to determine GPS error corrections for a given region and then broadcast these corrections to users via geosynchronous satellites. The SBAS signal provides additional accuracy, availability, and integrity to the GPS signal which is not only beneficial to all phases of flight but necessary to fly LPV approach procedures.

The LPV approach is a “straight-in” precision GPS approach that operationally, looks and flies like an ILS approach but is much more stable. The LPV path is computed using a 3 degree approach angle to the runway threshold point at a GPS altitude at 50 feet. During the approach, the actual position and GPS altitude is compared with the computed LPV path and the relative deviation is provided to the pilot’s display as well as the autopilot.

Benefits of LPV Approaches

One clear benefit of LPV approaches is that they provide IFR access to airports where no ILS currently exists or more options to those with ILS stations. They provide higher integrity and availability than LNAV-VNAV GPS approaches and the vertical path angle is not affected by incorrect altimeter settings or extreme hot/cold temperatures.



Over 500 of the 2,677 LPV procedures in the U.S. have a Height Above Touchdown (HAT) of only 200 feet with visibility of ½ mi.

SBAS Systems around the World

There are three other SBAS systems at various stages of deployment around the world in addition to WAAS. The European Geostationary Navigation Overlay Service (EGNOS) is in development for European region and France has recently published LPV approaches using it. MSAS, or Multifunctional Satellite Augmentation System is in development in Japan. The GPS-Aided Geostationary Augmented Navigation (GAGAN) is in development in India.

Although the immediate benefit to upgrading to FMS 6.1 is to gain LPV approach capability in the US, this software version and the associated GPS receiver update will be compatible with other SBAS signals around the world as a result of the ICAO standardization of these systems. This means that as future SBAS/LPV Approaches come on line, there will not be a need for future software upgrades to gain access to them.

Additional Enhancements in FMS 6.1

In addition to LPV approach capability, there are many other improvements in FMS 6.1 that provide operational benefits as follows:

- *Vectors-to-Final Approaches*—This feature streamlines the transition from LNAV to Heading by removing unneeded approach waypoints from the flight plan and drawing an extended runway centerline that is projected backwards but along the incourse
- *VNAV Temperature Compensation*—Compensates for altitude variation during extreme hot/cold conditions
- *Enroute Holding Procedures*—allows for easy activation of published enroute holding procedures from the navigation database

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LPV Approaches

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- *Automated HA Leg sequencing*—streamlines operations by automatically sequencing a hold leg if the aircraft is already above the Hold Altitude (HA) constraint
- *VA/VI leg combinations*—provides optimum sequencing between VA to VI leg transition to prevent erroneous cross track error and possible S-turn by the aircraft in the LNAV mode
- *Seconds added to GPS display*—previously only minutes were displayed
- *Updated Magnetic Variation Table*—new Magnetic Variation (Mag Var) table incorporates the 2005-2010 model
- *Navigation Database Enhancements*—Circle to land procedures, TACAN approaches and multiple RNAV approaches to the same runway end
- *Reduced load times for custom database*
- *Addition of TAP records*—Enables output of Terminal Area Procedures (TAP) for the purpose of selecting the electronic chart for the approach in the FMS flight plan

FMS 6.1 Availability

Supplemental Type Certificates (STCs) are now available for FMS 6.1 on the Challenger 601-3A/R (Duncan Aviation), Hawker 800/XP (Hawker Beechcraft Company) and the Falcon 900B (Duncan Aviation).

FMS 6.1 will become available for additional aircraft types in the near future. Bombardier will make FMS 6.1 available as part of their up-and-coming upgrade program for the Global Express aircraft. Gulfstream plans to certify FMS 6.1 on both the G-IVSP and G-V. FMS 6.1 will also be available on the Falcon 900EX/C, Legacy 650 and Cessna Citation X in coming months.

For more details on the upgrade to FMS 6.1 as well as pricing information, please refer to Honeywell Sales Bulletin HSB 2010-11 (o) REV B. For a quotation regarding a specific aircraft installation, please contact a Honeywell authorized dealer.

LPV Approaches Also on Primus Epic and Apex!

Primus Epic and Apex also includes LPV Approach capability which is now available on the G450/550 (Cert Foxtrot) as well as on the Falcon 900EX (EASy II). EASy II will also be available on the Falcon 2000 and 7X in 2012. Other Primus Epic Aircraft with LPV Approaches include Cessna Phase 5 and Hawker Load 20.4. Primus Apex Load 7.0 also incorporates LPV Approaches.

For a complete airport listing of published LPV Approaches by airport, visit to the FAA website at: http://www.faa.gov/about/office_org/headquarters_offices/ato/service_units/techops/navservices/gnss/approaches/index.cfm

Attention DL-950 Dataloader Users

Honeywell has received a number of complaints from customers stating that they are not able to use commercial off-the-self USB sticks to load databases with their DL-950 data loader. The reason some USB sticks will not function is the DL-950 was designed to the slower USB 1.1 specifications. A large percentage of the newer Commercial Off the Self (COTS) USB sticks are built to the faster 2.0 specification. In addition, the DL-950 cannot process partitions on the USB sticks that are sometimes installed by the USB manufacturers.

Honeywell is working with Gables to make a software modification that will give the DL-950 the capability to read USB sticks that are built to USB specification 1.1 and 2.0. In addition, the 950 will be able to process USB sticks with partitions on them.

Until Gables and Honeywell can field a modification to the DL-950 to upgrade the USB capability, operators need to make sure when purchasing USB sticks that they are manufactured to USB 1.1 specification and without a partition.

USB sticks formatted to FAT32 will not work with the DL-950. The DL-950 will only work with USB sticks formatted to FAT, also known as FAT 16. USB sticks formatted as FAT 32 can be reformatted to FAT using pre-Windows 7. The upcoming modification to the DL-950 will also address the FAT formatting issue. After the upcoming modification the DL-950 will accept both FAT and FAT 32 formatted USB sticks.

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Frequently Asked Question About Your Primus Elite System

Q: What tools and procedures are required to load databases in the Primus Elite system?

A: When using the DL-1000 Data Loader to load Primus Elite databases, Honeywell Preprocessor Tool P/N **TM7038753-001** must be installed on a PC and used to preprocess the databases. This is required regardless of whether physical Red CDs (Navigation Database) and Blue CDs (Chart Database) are delivered through subscription, or if the databases are downloaded via the Internet. Once the database has been preprocessed and loaded onto an SD card or flash drive, it can then be uploaded into the Primus Elite using the DL-1000.

PREPROCESSING THE DATA

The following steps describe how to preprocess the database files.

1. Open the Honeywell Preprocessor Tool CD TM7038753-001 installed on the PC.
2. From the ***Select Load Type*** drop-down menu (shown in Figure 1), select the type of data to be uploaded. The options are *Blue, Red, Video,* and *Symbols*. For this example, *Blue* is selected for the *Blue* CD. Once *Blue* has been selected, *Blue* will also be shown next to the *Load Type* field (under the *Comment 3* box) to confirm selection of the Load Type (this is shown in Figure 3).

Figure 1–Preprocessor Tool

3. Left-click on the ***Select SOURCE Directory*** button (reference Figure 1) to select the data to be preprocessed. A *Browse For Folder* window opens, as shown in Figure 2.
4. The source directory is selected by locating the data to be used. In this example (shown in Figure 3), D:\EPIC1008\ is displayed next to the Source field to confirm selection of the source directory.

Figure 2–Browse for Folder Window

Note 1: *When the source data for the Blue CD is downloaded from the Internet, the folder that contains the title* **EPICXXYY** *(where XX is the year and YY is the issue number) must be selected. When the source data for the Red CD is downloaded from the Internet, the folder that contains the title* **INAV-8M** *must be selected*. For more information about downloading and unzipping files from the Internet, see the Downloading Database Files tutorial from the INDS Website here:* https://inds.epicinds.com/epic/gallery?docid=D9556CA54-3569-8D36-02A3-CF77FA1903D9

*Customers with Phase 2 software build v1.07 or subsequent are being transitioned to the Red CD **INAV-16M**; customers who are currently flying Phase 1 software build v1.02 must use the Red Primus Elite CD **INAV-8M** as stated above. When using an INAV-16M Red database, the source folder will be INAV-16M (instead of INAV-8M)

Note 2: *As an alternative to preprocessing data directly from the CD, the contents of the CD can be copied onto the hard drive of the PC. When copying the data to the hard drive, creating a folder on the hard drive with the same name as the CD is recommended. In this example, EPIC1008 is used and is the source folder. After the folder is created, copy the entire CD contents into the folder. The location of the copied CD contents is then used in the Browse For Folder window.*

5. Left-click on the **Select DESTINATION** button to select where the preprocessed data is being sent (either a flash drive or an SD card). In this example, a flash drive (which is the F drive) is used and is selected. **F:** is displayed next to *Destination* to confirm that the flash drive will be loaded, as shown in Figure 3

Figure 3–Select SOURCE Directory and Select DESTINATION buttons

6. If it is desired to load both the Blue and Red CDs at the same time from a single flash drive or SD card, the ***Append to Destination*** checkbox must be selected **after preprocessing the first CD and before preprocessing the second CD**. Selecting the checkbox appends the data of the second CD to the end of the data from the first CD on the flash drive or SD card. **When the checkbox is not selected, only the most recent preprocessed data on the flash drive / SD card is loadable.**
7. Three comment fields are under the Preprocessing Parameters header. The information typed in these fields is for the user's use only and has no effect on the loading process. The information typed in *Comment 1* field is displayed under the *Part Numbers* field on the Data Loading page. The information typed in the *Comment 2* and *3* fields is displayed under the *Description* field on the Data Loading page.

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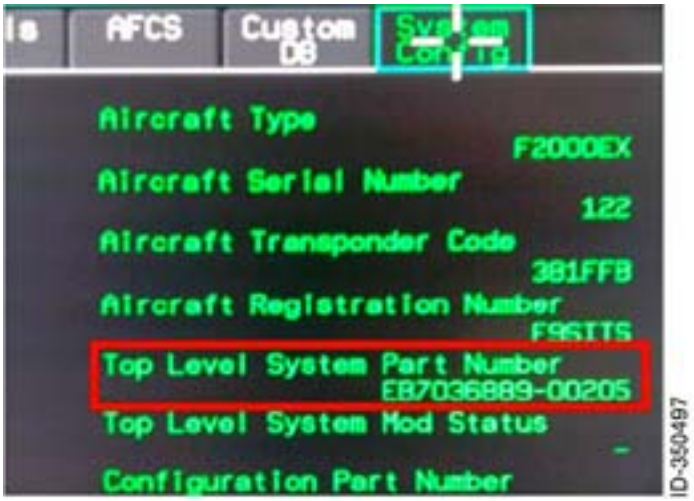
Preview of New SIL re: EPIC FMS Database Configurations

Over the past several months, a number of new navigation databases have been created to allow for a software anomaly internal to the LNAV function of the FMS. The new databases are designed specifically for each aircraft platform and software load.

A Service Information Letter (SIL D201108000053) has been created that will provide a navigation database configuration table that specifies which database is appropriate for each aircraft configuration. A table similar to the example below is available to cross check your database with the top level system part number of your aircraft.

A/C Configuration	FMS Model #	Operational Software Top Level Part Number	Navigation Database ID as indicated on CD ROM YY = Year CC = Cycle RRR=Revision	Navigation Database ID on INDS website	Most Restrictive Default Database*
Gulfstream 450 – Cert Delta (Without RNP AR Option)	FMS7.0	EB7031236-00410	GSD-YYCC-RRR EPICV9D-3CC	**GSD**	IN8
Gulfstream 550 - Cert Delta (Without RNP AR Option)	FMS7.0	EB7031236-00315	GSD-YYCC-RRR EPICV9D-3CC	**GSD**	IN8

For PRIMUS Apex™ and Dassault EASy™ aircraft, the top level system part number can be obtained from the system configuration tab. The Dassault EASy system configuration tab is shown below.



For all multi-function control display unit (MCDU) equipped aircraft, the top level system part number can be obtained from the system configuration page (SCMS) on the multi-function display (MFD).

Example on a Hawker 4000 MFD

Procedures that could be flown incorrectly have been removed from the database. You can obtain a list of removed procedures from your INDS database by going to www.epicinds.com and accessing the Flight Info tab and then select Content/Procedures.

To obtain a list of removed procedures from your Honeywell Aero Databases, go to www.honeywellaes.com and select the Flight Info tab and Content/Procedures.

For any questions, email INDS at indsaccountservices@jeppesen.com or Honeywell at aisaccountservices@honeywell.com.

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Enhanced Honeywell Avionics Package

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SmartRunway is designed to improve situational awareness and help reduce the risk of runway incursions by providing timely alerts to crew members during taxi and when the aircraft is approaching the runway too high, too fast or is not configured properly.

Automatic Descent Mode is a safety feature that activates automatically in the event of cabin depressurization at high altitude. In case of crew incapacitation, the autopilot immediately guides the aircraft to a safer altitude at maximum velocity.

Other new Dassault EASy II flight deck configuration features include:

- FMS improvements that enable higher-mission completion and an optimized flight path for reduced-fuel consumption
- ADS-B Out
- XM Graphical Weather
- Take Off, Go Around (TOGA) improvements
- FANS 1/A and PM-CPDLC data link capabilities will be offered on the 900 EASy platform on or around the third quarter 2012

Dassault and Honeywell are working with CAE Simuflite and FlightSafety International to provide differences training for EASy II as required by the FAA and EASA. This training generally consists of a one-day ground school followed by one FTD and one full-motion flight simulator session.

Additionally, certification efforts are underway for Falcon 7X and F2000 EASy aircraft. EASy II will be made available for the 7X in the third quarter of 2012, and for Falcon 2000 EASy variants in the fourth quarter of 2012.

Frequently Asked Question

Continued from page 5

8. Left-click the ***Preprocess*** button (reference Figure 3) to preprocess the data. After the preprocessing of the database is complete, a *Copy Complete* message is displayed, shown in Figure 4.
9. Left-click the ***OK*** button to close the Copy Complete window.
10. Selecting **X** in the upper-right corner of the window closes the Preprocessor tool window.

Figure 4–Copy Complete

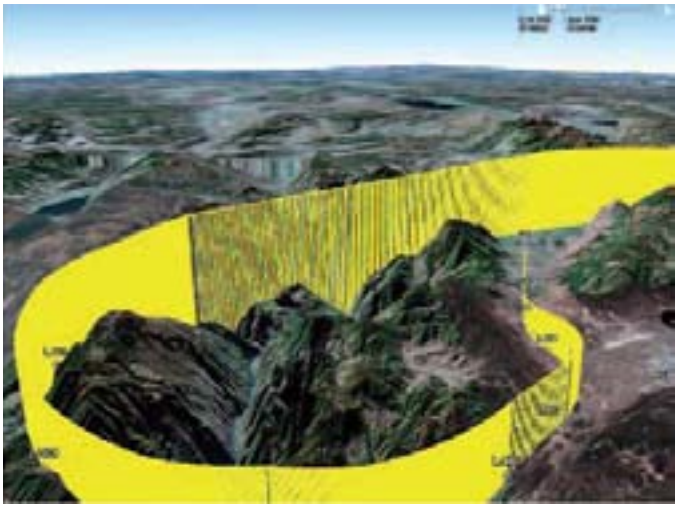
Go Direct™ Services

U.S. RNP AR Approaches – 300 and Counting

As the FAA renames U.S. RNP SAAAR (Special Aircraft and Aircrew Authorization Required) approaches to RNP AR (Authorization Required), they continue to publish new procedures to support the terrain and airspace-challenged airports around the country. The current count is approximately 300 RNP AR approaches. Additionally, the FAA has added 2 airports to their list of "Foreign Facilities Approved for RNP AR Operations"; Hong Kong, PRC and Tegucigalpa, Honduras.

To take advantage of these approaches, an operator must receive a Letter of Authorization (LOA) or Ops Spec C-384. Honeywell's Go Direct™ Services works with operators to receive this authorization and provides the required support services for RNP AR operations.

Contact the Go Direct team at rnp@honeywell.com for more information about RNP AR and Honeywell's consultancy services.



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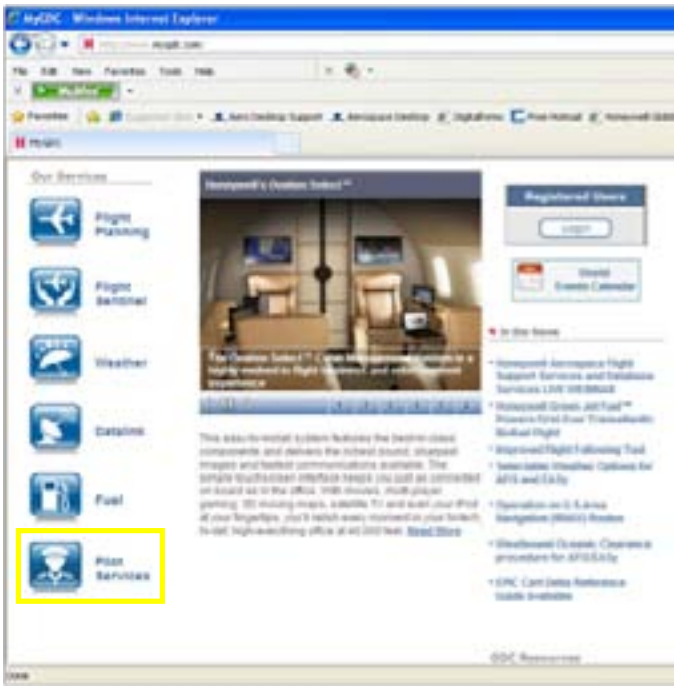
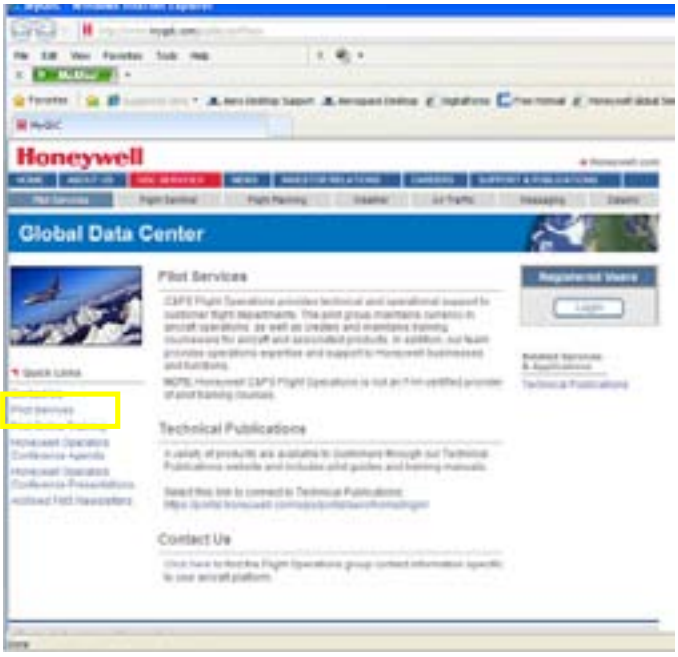
Access to Honeywell Pilot Services

Honeywell pilot support and information can be found online by typing www.mygdc.com in your web browser and selecting the 'Pilot Services' icon on the left.



Once there, you can access the 'Quick Links' on the left side of the page to view the pilot services brochure, online training, agendas, presentations and archived FMS Newsletters.



Our webinars (eBroadcasts) are being recorded and posted online. If you miss one, you can easily access and watch it later via the web. To access the online training modules go to http://www.mygdc.com/public/cpsfltops_training.php.

Select from the list of available sessions. Each session is from 45 min. to 1 hour in duration. Current online training modules include:

- IntuVue Weather Radar
- Dassault EASy II
- Gulfstream PlaneView™ Cert Foxtrot
- Bombardier Batch 3
- Primus Elite LCD Display Upgrade
- Airspace Mandates and Updates (RNP AR, CPDLC, SBAS, ADS)

Future webinar sessions are scheduled to be recorded and posted. These include:

- Honeywell Global Data Center (GDC) Features & Services
- Hawker 4000 Load 20
- Pilatus PC-12 NG Build 7
- TCAS II v7.1 Software
- EGPWS for Helicopter Operations
- NZ2000 FMS Tips & Tricks
- EASy FMS Tips & Tricks
- Epic FMS Tips & Tricks
- Optimizing Your Weather Radar
- AW139 Phase 7
- Shooting WAAS (SBAS) Approaches
- Updating Your Nav Database
- Using VNAV and Flying a VGP Approach with FMS 6.1/7.1 Software
- Cessna Sovereign Phase 5.2
- FANS 1/A Operations

Interested in a specific topic? Please email Pamela.mannon@honeywell.com or call (913) 961-1901 with your ideas.

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Pilot Support Contact Information:

Pilots are aircraft manufacturer focused and can be contacted via email or phone for operational-type questions. For information and links to pilot training, operator conference agendas and locations as well as pilot services go to http://www.mygdc.com/public/cpsfltops.

Steve Hammack, Lead Pilot
Steve supports Pilatus, Viking & HAIG Certifications–PC-12 NG
Email: stephen.hammack@honeywell.com
Phone: (602) 436-2489

Jeff Holt, Lead Pilot
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Jeff supports Dassault and Embraer
Email: jeff.holt2@honeywell.com
Phone: (817) 564-3436

Pam Mannon, Flight Operations Manager
Type ratings–G-V, EMB145, CE680, BBD700 & H4000
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Roger Moore, Senior Pilot
Type ratings–LR-JET, A320, A330, B777 & DC-9/MD-80
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David Rogers, Lead Pilot
Type ratings–CE750, CE680, CE560, G-V
David supports Gulfstream, Cessna & Honeywell FMS (NZ & Epic)
Email: david.rogers@honeywell.com
Phone: (425) 516-8654

For **additional information** on seminars or pilot training, contact Pam Mannon at Pamela.mannon@honeywell.com or (913) 961-1901.

For field support, or to find your local Honeywell representative, consult the **Business & General Aviation Customer Support and Aftermarket Sales Directory**.
http://www51.honeywell.com/aero/common/documents/BGA-Customer-Support-Aftermarket-Sales-Directory.pdf

For **FMS questions**, email talkfms@honeywell.com.

Honeywell's Global Data Center (GDC) sends PDCs to Your Mobile Device

Tired of going out to the airplane to get your clearance? The Global Data Center is pleased to announce a whole new way to receive your Pre-Departure Clearance (PDC). GDC customers can now elect to receive their PDCs via email, fax, or SMS for both datalink equipped and non-datalink equipped aircraft. PDC notifications can be sent to multiple address types (per stored aircraft preference), or changed per individual flight plan filing for both aircraft tail number and call sign. Some rules apply:

- Tail must be registered for PDC with GDC (no charge for this) and the FAA
- Must have a filed flight plan either through GDC or another flight planning service provider
- PDC notification will be sent as soon as GDC receives it from the tower-(normally 20 minutes prior to departure)
- Only one PDC per tail, per airport, per day
- Registered tail numbers with a GDC datalink subscription receive mobile notifications at no additional charge
- If aircraft is non-datalink equipped or does not have a GDC datalink subscription, PDC notification is $39 per month or $399 annually

GDC Mobile – PDC Display

For questions about this or any other flight support services, please contact the GDC at gfo@mygdc.com or call us toll-free at 1-888-634-3330. International callers dial +1-425-885-8100, ext. 1.

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2011 Calendar of Events and Training Opportunities

Honeywell customer and product support pilots will be available at many events this fall including Honeywell Operators Conferences, online Webinars, and customer/industry events. All Honeywell events are ***free of charge*** and everyone is welcome to attend. Pilot breakout sessions and training webinars (eBroadcast sessions) are primarily for pilots, but maintenance personnel and technicians are encouraged to participate as operational tips, current issues and new products and upgrades are covered. Instructors are Honeywell training pilots with thousands of hours of experience who are type-rated on various platforms including Gulfstream, Dassault, Bombardier, Cessna, Hawker Beech and Embraer.

Date	Description	City/Country or Webinar
Sept. 5	Honeywell Sales Conference – Pilot Breakout Session	Farnborough, England
Sept. 13	Honeywell Operators Conference	Malaysia
Sept. 15	Honeywell Online eBroadcast – Pegasus Step 1/A	Webinar
Sept. 19-21	NBAA/GCC (Global Customer Committee) Meeting	Phoenix, AZ USA
Sept. 27	Global Express Batch 3 and Hawker 4000 Load 20 Updates	Johannesburg, S. Africa
Oct. 5-6	Pilatus Maintenance and Operators Conference	Johannesburg, S. Africa
Oct. 10-12	NBAA – Pilot Available at the Honeywell Booth for Q&A	Las Vegas, Nevada USA
Oct. 11	Honeywell Operators Conference	Shanghai, China
Oct. 19-20	South Asia/India Flight Operations Safety & Efficiency Symposium	Mumbai, India
Oct. 20	Agusta AW139 Epic Phase 6 Update	Webinar
Oct. 25	FMS Tips & Tricks Seminar (Epic – non EASy aircraft)	Webinar
Oct. 31	WAAS/LPV Pilot Operational Techniques & Tips	Webinar
Nov. 8-9	Honeywell Air Transport Operator Conference	Scottsdale, AZ, USA
Nov. 16	Aero-Dienst Conference – Pilot Breakout Session	Nuremberg, Germany
Nov. 16	Honeywell Online eBroadcast – Pilatus Build 7 Update	Webinar
Nov. 17	Honeywell Online eBroadcast – FMS 6.1 for Gulfstream IV/V	Webinar

Interested in attending a seminar or webinar? Most classes require advanced registration. Contact Pam Mannon at (913) 961-1901 or email Pamela.mannon@honeywell.com.

Schedule and location is subject to change based on registration for each event. Miss an eBroadcast session? Training is recorded and available any time by clicking here http://www.mygdc.com/public/cpsfltops_training.php

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Honeywell Global Data Center (GDC)

Your Single Source for Flight Support Services

Flight Planning. Weather. Flight Following. Aircraft Datalink.

Honeywell GDC offers it all, and thanks to your feedback, we're doing it better with new and improved web-based services such as our easy-to-use mobile website and our improved weight and balance tool. Other features include:

DATALINK

- Access to worldwide VHF and SATCOM networks
- Flight plan uplink, PDCs and East/West bound oceanic clearances
- Text weather and NOTAMS
- Graphical weather*
- Personalized message assistance
- Messaging via email, fax, AFTN and SITA addresses
- Proprietary Honeywell AMIs for Gulfstream aircraft*
- Exclusive FMS menus for EASy™ and AFIS® DMUs*

FLIGHT PLANNING & SUPPORT

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*Availability depends on aircraft equipment.

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Using the New ILS Autotune Functionality

Continued from page 2

- Be aware that unnecessary transitions on some arrivals will add mileage to the flight plan that will prevent the system from autotuning. An example would be approaching Orlando International (MCO) planning an approach and landing to the south using the CWRLD 2 RNAV Arrival (See Fig. 3). The arrival can be used to sequence traffic landing to the north or south. If the waypoints that are used for landing north are left in the flight plan, the extra mileage it adds may prevent the auto-tune function from loading due to the flight plan distance being greater than 75 nm.

Finally, for this feature to work, the crew must capture from FMS (LNAV flight director mode) and the course pointer must be set to FMS. **Do not change to short-range navigation.** When LNAV is captured, the APCH mode can be armed and the system will transition to short-range navigation and capture automatically. This is a difference in guidance panel methodology where the crew usually flies Heading Select before being cleared for the approach and then arms the Approach mode when cleared and within 30-60 degrees of the final approach course. With the new software functionality, even if being radar vectored to final, the crew must initially capture the Final Approach Course *on long range navigation using the NAV mode prior to selecting the APPROACH mode.* Once the localizer comes alive on the preview needle, the system should automatically transition to green needles and the approach should arm and capture both localizer and glideslope normally.

If you have any questions getting the system to work on your specific platform, please contact your lead pilot on page 10 for further guidance.

VISION

The Technical Operations Center vision is to provide timely one call resolution of customer technical issues, enabling a 24x7 proactive service approach.

- Technical expert availability
- Knowledge on demand
- Issue ownership and tracking
- Global virtual resources
- Simplified contact options

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