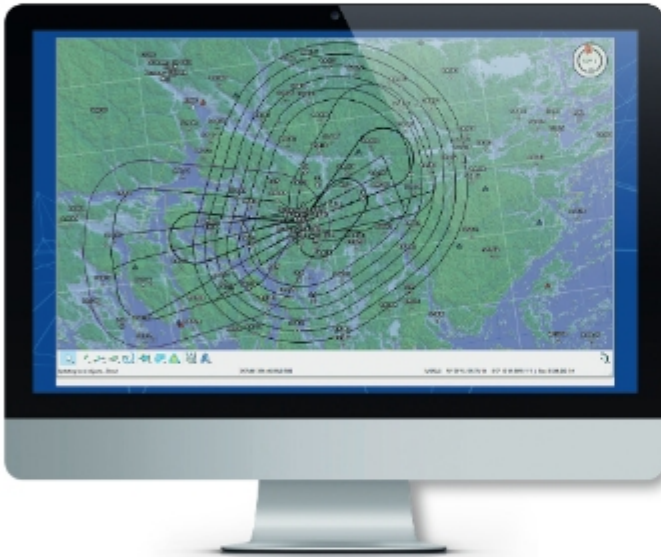


FPDAM

Flight Procedure Design and Airspace Management

- » FPDAM is IDS AirNav's market leading solution for flight procedure design. FPDAM provides an interactive environment which enables users to create, visualize, check and maintain instrument flight procedures compliant with international (ICAO, FAA, and Canadian), standards. FPDAM implementation allows civil and military agencies to design, document an instrument flight procedure in few hours. FPDAM fully supports all types of procedures including: SID/ departures, STARs/arrivals and approaches for conventional, RNAV/PBN, RNP AR, APV/LPV, GLS, Baro-VNAV guidance systems; Allows users to perform terrain and obstacle assessments by importing and utilizing digital terrain data relevant to procedure design in any known projection, datum and resolution/accuracy; Ensures tight control on the criteria application providing online checks about compliancy to reference criteria and ARINC 424 coding.



FPDAM Features

ATS data is stored and managed in the IDS AirNav AeroDB database; with dedicated data translators providing data interchange capabilities (AIXM and custom formats);

Terrain and raster database (3D terrain elevation data and images) management;

All different types of conventional and RNAV protection areas builder (VOR/TACAN, NDB, LOC, ILS, DME, PAR, SRE, RNAV/PBN, RNP APCH AR,

GBAS, SBAS, APV) for SID, STAR and approach procedures;

Obstruction assessment (against natural and human made) for minima, penetration, OCA/H, DA/DH, MDA/H and PDG/CG calculator;

OAS ILS, BASIC ILS and CRM capability analysis;

Helicopter procedures CAT H and PinS are fully included;

Procedure textual report included for the submission forms generation;

MORE THAN 200 OPERATIONAL
INSTALLATIONS WORLDWIDE

FPDAM Flight Procedure Design and Airspace Management

Benefits

The only design system fully integrated in a complete AIS/ AIM suite. The IDS AirNav suite of products enables EUROCONTROL Aeronautical Data Quality (ADQ) mandate to be respected. The full design process, as stated in ICAO 9906, can be traced and all input and output data for each single step stored in the workflow and task management system named PLX.

Time saving and data quality: data loading (DEM, DTED, BT, SRTM) does not require any conversion.

Full Quality Assurance documentation in accordance with the ICAO 9906 Vol. III requirements. Interoperability:

FPDAM is globally the most used system within design organizations (ANSPs/CAAs/Airlines/Airport Authorities) and this ensures full compliance with operational needs.

Regular updates: FPDAM is continually updated ensuring that all calculations are in accordance with current criteria and applicable annexes and changes.

FPDAM Modules

- » **AeroChart** – automatically builds and maintains draft SID, STAR and Approach charts from the FPDAM project files. This can be done simply by selecting the relevant flight procedure, a preconfigured template and then running the symbolization process. New chart layouts can be created and background graphic information such as topography and terrain maps can be used.
- » **SSA Encoder** – allows SID, STAR and Approach procedures to be stored in the central AIS database for subsequent data transfer via ARINC files or other formats.
- » **AeroReport** - allows the creation of textual technical custom reports out of the FPDAM framework in a very simple and fast way using custom templates.



PROCEDURE DESIGN REPORT - PLEXI ORMNCL BASED NAVIGATION											
1. AIRPORT		2. RUNWAY		3. TYPE OF PROCEDURE		4. SEGMENT		5. DESIGN DATE			
THE ICABUN / THE ICABUN AIRPORT		RWY 36		RNP APCH		ST36W to IF136		1-Feb-2019			
6. MINIMUM SEGMENT LENGTH											
FIRST FIX					SECOND FIX FOR PRECISION ARLA						
FIX NAME:	ST36W	IAS (MAX):	250 KT	ALTITUDE:	6000 FT	FIX NAME:	IF136	IAS (MAX):	250 KT	ALTITUDE:	3000 FT
BARC ANGLE:	25 DEG	TEMP:	ISA+15 -	K FACTOR:	1.123 -	BARC ANGLE:	25 DEG	TEMP:	ISA+15 -	K FACTOR:	1.000 -
TURN ANGLE:	0 DEG	RATE OF TURN:	1.91 1/SEC	RADIUS OF TURN:	2.46 NM	TURN ANGLE:	90 DEG	RATE OF TURN:	1.97 1/SEC	RADIUS OF TURN:	2.31 NM
SHORTEST TURN:	K TURNED FIX	R TURNED FIX	TYPE:	AS (111) 136	TURN ANGLE:	90 DEG	MINIMUM SHORTEST TURN:	SHORTEST TURN (MINIMUM)			
IAF:	-	ST36W	FLY-0V	6000 FT	280.77 KT	0 DEG	-	2.7 NM	7 NM		
F:	ST36W	IF136	FLY-0V	3000 FT	271.00 KT	90 DEG	2.7				
7. DESCENT GRADIENT(DG)											
SHORTEST TURN:	IAF	TURN ANGLE:	TURN ANGLE:	RADIUS OF TURN:	TURN (TURN ANGLE DEG)	TURN (TURN ANGLE DEG)	TURN (TURN ANGLE DEG)	As	END	ISA	
ST36W	280.77 KT	25 DEG	0 DEG	2.46 NM	0	0	0	3100 FT	7 NM	4.9 %	
IF136	271.00 KT	25 DEG	90 DEG	2.31 NM	2.31	1.01	1.01				