

Are you ready for LPV?

SBAS LPV + LNAV/VNAV

Approaches now available at many airports in Europe.

STC available for several types of regional aircraft including:

- ATR42/72
- Dash 8-100/200/300
- Fokker 50
- BAE-146/RJ

Universal UNS-1Lw FMS approved for:

- AMC 20-27
- AMC 20-28
- TGL10 PRNAV

EGNOS implementation status in European Airports



See the full list of actual Airports with EGNOS-based procedures

DAC International offers complete integrated FMS packages for GNSS/ RNAV installations

Features:

- Internal WAAS/EGNOS GPS Sensor, compatible with SBAS around the world
- Analogue/Digital EFIS Interface
- All ARINC 424 Leg Types including RF
- Worldwide NAV Data base Coverage
- All en-route & terminal waypoints, SIDs, STARS, Approaches and all airports with $\geq 2,000$ ft runways
- Company Route Storage (2000)
- En-Route Procedures (Airways, Holding/Heading Mode/Pseudo-VOR Tracking)
- European en-route B-RNAV AMC 20-5
- European P-RNAV Terminal Procedures (SIDs/STARS) TGL10
- RNP (10.0) (5.0) (3.0) (1.0) (0.3)
- RNP APCH non-Precision RNAV Approaches AMC 20-27, AMC 20-28

For further details please contact:

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ATR72 SPZ6000 with UNS-1Lw FMS and 5" CDU



UNS-1Lw plus LPV Monitor and 4" CDU

FMS and ATR42/72 Flight System

The UNS-1Lw design allows lateral coupling to the ATR42/72 SPZ6000 Flight System, FMS navigational data is shown on the Primary Flight Display (PFD) and the Navigation Display (ND) with the correct format including Waypoints, DTK, DTG, GS, BRG etc. but also Lateral and Vertical Deviation with the correct scaling for the phase of Flight.

EGNOS

Provides a cost effective alternative to ILS CAT I, offering similar performance yet without the need for infrastructure installation and maintenance. With EGNOS, lower decision height can also considerably reduce costly delays, diversions and cancellations. This can even allow other ground nav aids to be phased out, possibly reducing landing fees. All that is needed is an on-board EGNOS certified receiver, an adapted approach procedure for the runway end, and suitable FMS.