

FLIGHT MANAGEMENT SYSTEM VERSION 6.1 UPGRADE

Making the World's Premier FMS Even Better



Honeywell

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| Latest software takes FMS Technology to new heights

FLIGHT MANAGEMENT SYSTEM TECHNOLOGY

FMS technology entered the commercial cockpit in the early 1980s. The FMS changed the face of flying forever by putting advanced tools literally at the flight crew's fingertips. With a few keystrokes, pilots can enter a flight plan and compute the fastest, most fuel-efficient flight profile for their ultimate destination and every waypoint in between.

FMS technology has come a long way over the last three-plus decades. At Honeywell, we're proud of the role we've played in pioneering and advancing the science of flight with products like our groundbreaking FMZ-2000 FMS.

SOFTWARE UPGRADE

The FMZ-2000 has been the FMS of choice for leading jetliners and business aircraft since it was introduced more than 20 years ago. We've issued regular updates and introduced new features to make sure that the FMZ-2000 kept up with the times and operators' needs.

With our latest upgrade – to software Version 6.1 – we're making a great leap forward with enhancements that will reduce flight time, reduce fuel burn and emissions, and provide features critical for meeting both current and upcoming airspace requirements.

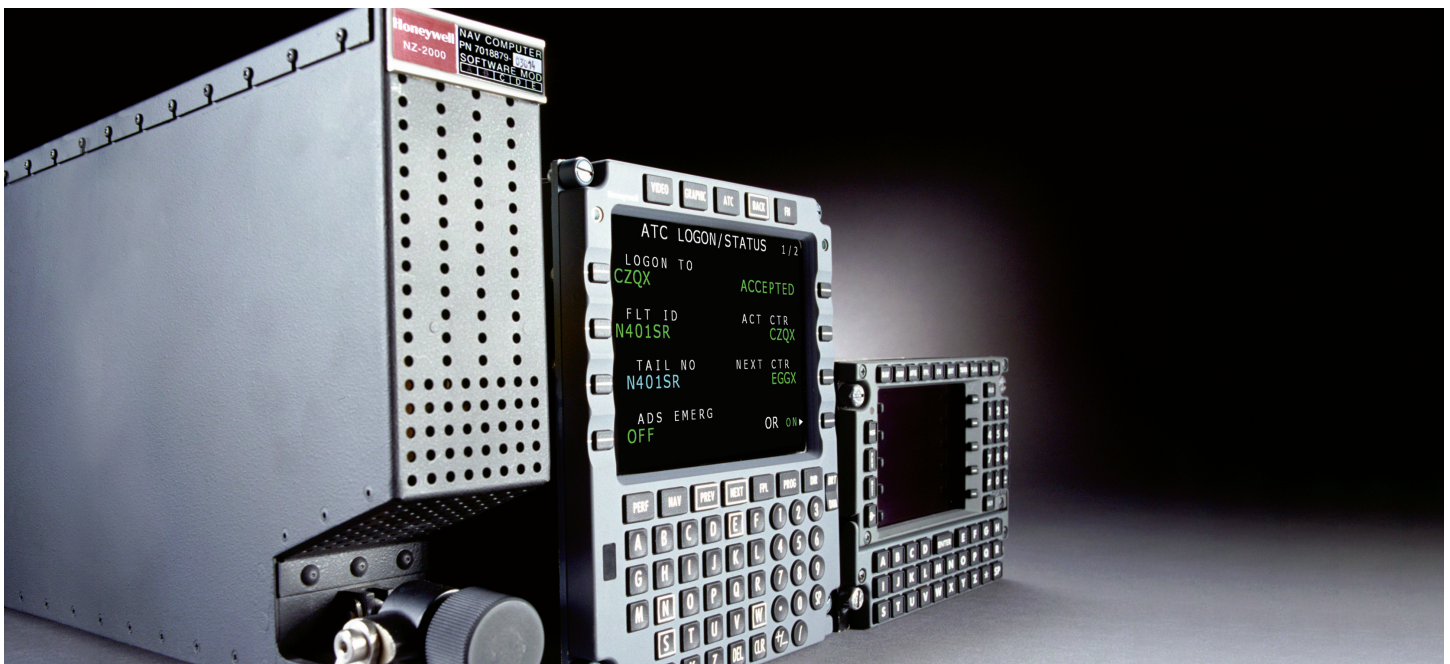
Customers who do not upgrade to FMS v6.1, will be charged an additional 20% surcharge to their annual navigational

database subscription as they renew in the next year. Customers are encouraged to upgrade their FMS subscription before their next renewal cycle.

FMS 6.1 ADDS CAPABILITIES FOR TODAY AND TOMORROW

The Version 6.1 upgrade will help operators meet the challenges of today and prepare for future requirements, like operating in the Future Air Navigation (FANS) environment.

The new software version gives flight crews the capabilities they want and need to improve flight safety and efficiency while reducing pilot workload during critical phases of flight.



UPGRADE KEY FEATURES:

Software Version 6.1 adds new capabilities to operators' legacy FMZ-2000 systems. These upgrades improve flight safety, on-time performance and fuel efficiency while also making the FMZ-2000 easier than ever for pilots to use.

- **Vectors to Final Approach**

During final approach, pilots can draw an extended runway centerline on the multifunction display with a single button push, providing clear guidance to the intercept point. Pilot workload is reduced, enhancing safety during landing.

- **Multiple Runway Approaches**

The navigation database now includes multiple approaches for the active runway, taking all the available landing navigation sources into account.

- **Improved Leg Combinations**

The new software improves the guidance and sequencing for

flight leg combinations that use heading-to-altitude and heading-to-intercept calculations, reducing pilot workload and fuel consumption.

- **Circling Approaches**

We've added almost 11,000 circling approaches to the FMS database. These procedures provide lateral and vertical guidance throughout the approach as well as performance information for the landing runway.

- **Enroute Holding Patterns**

Chartered holding patterns have been added to the FMS database, enabling flight crews to quickly and easily choose and load the published holding pattern at any waypoint.

- **Updated Magnetic Variation Tables.**

FMS 6.1 provides updated magnetic variation (MAGVAR) tables to convert true heading to magnetic heading when the aircraft is not on a published route.

- **Temperature Compensation**

This feature reduces pilot workload by automatically compensating for temperature effects on waypoint altitude during landing.

- **Auto Hold-to-Altitude**

The Version 6.1 software update includes hold-to-altitude leg sequencing when departure or missed-approach procedures call for pilots to reach a minimum altitude before proceeding. This normally occurs at airports where high terrain or airspace constraints exist.

- **Required Nav Performance**

- **Monitoring and Alerting**

The software provides a navigation position monitoring and alerting function needed for terminal and enroute Required Navigation Performance (RNP) operations.

FUTURE GROWTH FOR FANS DATA LINK AND WAAS/LPV

FMS Software Version 6.1 will help operators prepare for fundamental changes in the global air traffic management system.

FANS Data Link

FMS 6.1 delivers future growth to FANS data link, which will provide direct communications between the aircraft and air traffic control during oceanic operations. It also will enable departure clearances over data link at more than 50 U.S. airports. FANS data link replaces high-frequency voice position reporting with automated FMS reporting. Version 6.1 meets the data link 2020 mandate for the North Atlantic.

WAAS/LPV Capability

The new software provides the foundation to upgrade to Wide Area Augmentation System/Localizer Performance with Vertical guidance (WAAS/LPV) capability in the future. This feature will improve airport accessibility and safety under all visibility conditions and give flight crews access to nearly 4,000 LPV approaches in the U.S. alone.

FMS 6.1: Better Performance When You Need It Most

Today's operators need an FMS they can count on to deliver all the benefits of the modern cockpit and air traffic management system. The FMS Version 6.1 software upgrade is available today

and will quickly put the legacy FMZ-2000 FMS on a par with the current generation's best-performing systems.

The upgrade offers increased flight safety and awareness, more efficient operations, reduced flight crew workload and access to more airports today, along with the features operators will need to fly in the airspace of the future. From Honeywell – the leader in flight management system technology.

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**THE
FUTURE
IS
WHAT
WE
MAKE IT**

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