

Special Procedures, Private Procedures and Circle to Land: What's in Your Navigation Database?

Universal Avionics' navigation database contains Instrument Approach Procedures (IAP) that are not published as part of the standard chart set. Conversely, operators may have noticed approach types missing from the database. While navigation data tends to be standard industry-wide, there are exceptions; as discussed in this pdf.

I see a procedure in the database that I don't have a standard published chart for. Why is this?

When entering your destination in the flight plan (via MENU / ARRIVE), operators might notice a procedure for which there is no standard published chart. There are two reasons this can occur: 1) In the U.S., it is an FAA-designated "Special Procedure" or in Canada, it is a NAV CANADA-designated Restricted Canada Air Pilot "RCAP" (2) It is a Private Approach designed by a company or individual to a certain location. Both of these types of procedures are not publicly available but are included in Universal's navigation database.

Can I fly these procedures?

No. Special Procedures, private procedures and RCAPs require permission.

How do I get permission?

Operators should seek permission through their local certification agency.

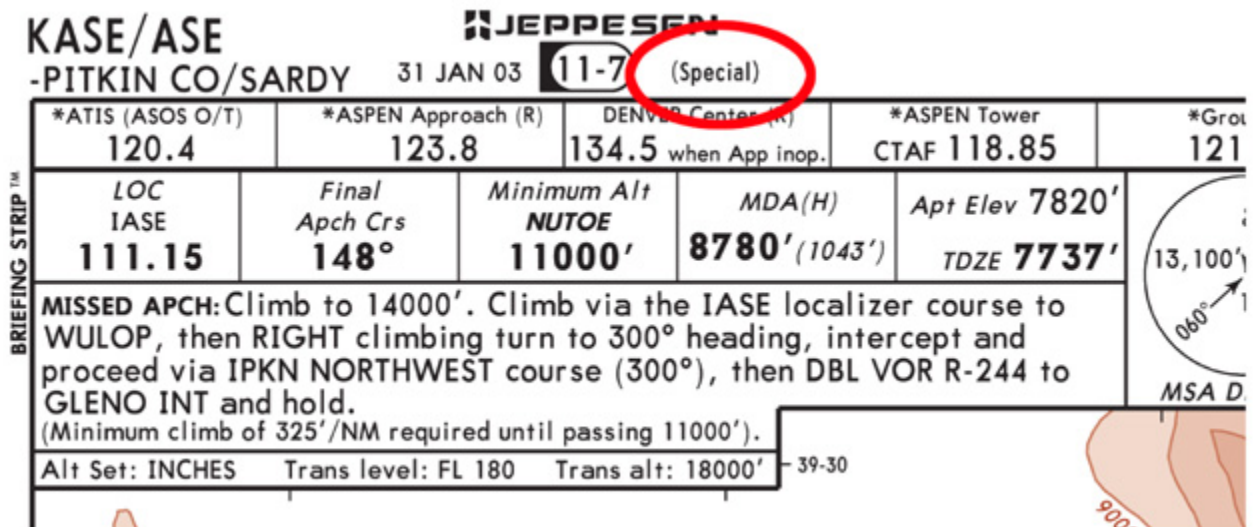
For Special Procedures, contact the local Flight Standards District Office (FSDO). Certain navigational capabilities must be proven to obtain permission to fly the procedure. Once permission has been granted, the operator will receive the chart from Jeppesen (or other database supplier).

For Private Procedures, operators must contact the owner of the procedure.

The permission basis and airport owner can be found on the web; e.g. www.airnav.com.

What does a Special Procedures look like on the chart?

The published chart will indicate (Special) at the top, as the graphic below illustrates:



Why Special Procedures?

The FAA develops Special Procedures at airports with challenging terrain or obstacles. Typically, they have greater obstacles and lower minimum descent altitudes than standard approaches that make them worthy of special permission.

The LOC DME Rwy 15 (LOC 15) arrival at KASE Aspen, CO for example, has an MDA 1000 ft lower than other approaches.

Universal often receives questions about the LOC 15 arrival into Aspen, CO. Its name is similar to a Localizer Circle to Land approach (LOC DME-E) into the same airport – an approach type not supported by the FMS and not in the navigation database.

What procedures are not in the navigation database?

Universal's FMS is not approved to fly Localizer Circle to Land procedures, Back Course Circle to Land, Localizer Directional Aid (LDA) and SAAAR approach types. Therefore, they are not included in the navigation database.