Final Approach®

Airspace Management and Instrument Procedure Design Software.

Final Approach brings revolutionary improvements to instrument procedure development by enhancing aviation safety and integrity and eliminating manual instrument design procedures. This greatly reduces opportunities for human error and allows productivity gains of up to 97%.

What Does It Do?

Final Approach incorporates aeronautical, terrain, and obstruction data using a proven mathematical algorithm to produce optimized instrument procedures.

Who Uses Final Approach?

Airspace planners worldwide use **Final Approach** to quickly and accurately design, evaluate, test, visualize and optimize aeronautical procedures for anywhere in the world. Our clients are Civil aviation authorities, aviation regulators and military organizations including Transport Canada and the Department of National Defence (Canada).

Easy to Learn

Final Approach software is designed exclusively for airspace applications by **Air Navigation Data** – with no third party or generic CAD software. Instrument Procedure Specialists find the Graphical User Interface (GUI) extremely intuitive, with familiar nomenclature, symbology and conventions that are recognized internationally.

Lower Training Costs

Specialists are typically proficient in **Final Approach** within 3 days – even less depending on the chosen modular configuration. In comparison, most CAD-based procedure design packages require several weeks of training.

Lower Maintenances Costs

Final Approach is a complete off-the-shelf solution requiring no additional licenses or third party software packages and no additional education, maintenance or training costs. It contains all elements required by airspace planners to quickly and accurately design Instrument Procedures and airspace anywhere in the world.

Lower Risk of Errors

Straightforward Drag and Drop functionality minimizes keyboard entry and reduces the chance of input errors. To define and build an Instrument Procedure, the Specialist simply Drags and Drops objects (such as navigation facilities and runways) into design panels on the interactive 2D Situation Display. **Final Approach** then draws the procedure segments, evaluates the surfaces and presents suggestions for design improvement.

Robust Features and Functionality

Detailed Design Report and Procedure Charts are automatically generated and printable

Real time "what if" scenarios run at the click of a mouse button

De-cluttering, panning and scale change capabilities optimize readability

Dynamic Spot Elevation Tool instantly provides spot elevation data for the digital terrain

2D Situation Display provides the ideal design environment

3D Visualisation Display brings data to life for instant viewing

Proven geodesic calculations are robust, precise and accurate

Drag and Snap geodesic measurements make it easy to derive distances, bearings and positions

On screen Checklist Methodology guides Specialists through the Instrument Procedure

Intelligent Assertive Design Process™ monitors criteria conformity in real time, with text feedback and suggestions toward design optimisation

Maps featuring digital terrain, aeronautical and obstruction data are printable and scalable from 1:10,000 to 1:55,000,000

Small metadata files ideal size for fast electronic transfer and compact storage

Instrument Approach Procedures contain all components including Final, Initial, intermediate, missed approach, MSA, 100 NM safe.

Getting Started with Final Approach

Final Approach requires a minimum of three data sets: digital terrain elevation data, aeronautical data and man-made obstruction data. Digital terrain elevation data can be accepted from varying sources and in different formats. Existing aeronautical data and man-made obstruction data files can be imported. Additionally, data can be created or edited at any time throughout an instrument procedure design session.

Other data sets may be included to enhance the 2D Situation Display and the 3D Visualisation Display. Air Navigation Data can provide or assist in obtaining these additional data sets.

Cost Effective Modular Add-Ons

Final Approach Rule Modules can be added to the core application, according to your specific needs. Rule Modules are available to satisfy ICAO PAN-OPS and FAA TERP's criteria, including variants for different jurisdictions and regulatory agencies. Current classes of available Rule Modules are:

LPV	LNAV/VNAV	GPS
GPS Helicopter	ILS	ILS Cat II
ILS (8260.3B)	Baro V Nav	VOR/DME
VOR	VORTAC	TACAN
PAR	Departure	Airspace
Airport Zoning	NDB	Obstacle Limitation Surfaces

Mobile Edition

- Portable version of **Final Approach** Standard Edition, running on an Electronic Flight Bag (EFB)
- Includes Class I EFB hardware, software, any required maintenance and ongoing support
- Requires no user knowledge of operating system or hardware
- Fully compatible with **Final Approach** Standard Edition
- Turn it on and you're ready

Our Commitment to You

Air Navigation Data provides full hardware and software maintenance for the entire Final Approach suite with a team of technical support specialists. For any issues that require special attention, your system can be shipped in its own carrying and shipping case to Air Navigation Data for repair or complete replacement.

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