

NOW IS THE TIME TO PLAN YOUR MARK V-A EGPWS TRANSITION

This FAQ is for the intended use of flight operations, maintenance, engineering, and compliance teams to support awareness and planning related to the transition from the legacy MK V EGPWS to the MKV-A system. It outlines key operational, technical, certification, and support considerations to help ensure continued terrain awareness capability, regulatory compliance, and alignment with Honeywell support timelines.

Teams are encouraged to review the information and coordinate as needed to support an orderly and timely transition.

What is the MKV-A EGPWS?

The MKV-A Enhanced Ground Proximity Warning System (EGPWS) is Honeywell's current production replacement for the legacy MK V EGPWS. It retains the same core safety functionality while providing modern hardware, improved reliability, and long term supportability.

Why is the MK V being retired?

The MK V reached **end of production in 2014** due to parts obsolescence. Honeywell concluded **repair, service, and support on 31 December 2024**. As a result, continued long term operation of MK V units is no longer supportable.

When do MKV Terrain Database Subscription renewals end?

April 30, 2026. After this date, Terrain Database subscription renewals for MK V units will be discontinued unless:

- An approved transition plan to MKV-A exists, or
- There is an agreed plan to sunset the aircraft

Is the MKV-A certified?

Yes. The MKV A received TSO authorization in **2013** and has been certified for use on multiple aircraft platforms since 2014. Installation still requires approval via an OEM certification or STC, as applicable.

Is the MKV-A a direct replacement for the MK V?

Physically, yes:

- Same mounting tray
- Same aircraft connector
- Same power and circuit breaker sizing

However, **aircraft level certification approval is required** before installation.

Which aircraft already have approval?

OEM certifications exist for:

- **Boeing:** 737, 747, 767, 777
- **Airbus:** A320, A330, A340

Other platforms require STC activity.



Can MK V and MKV-A units be mixed as spares?

It depends on the aircraft configuration:

- On many newer installations using loadable configuration files (APD or OPC/OSS), **only MKV-A units are compatible**.
- Some aircraft certifications allow MKV-A units to be used as spares for MK V aircraft. Always verify against the approved TC or STC.

How are software and databases loaded on the MKV-A?

Via:

- **USB 2.0** (front panel), or
- **ARINC 615A Ethernet**

PCMCIA cards used on MKV units are not supported.

Can MKV databases or RAAS files be reused?

No. MKV and MKV-A systems use different media and file formats.

New Terrain, Envelope Modulation, and RAAS RCD files must be obtained for the MKV-A.

What about RAAS / SmartRunway / SmartLanding?

These functions remain available on the MKV-A but require:

- An **amended STC**, and
- New MKV-A specific configuration and RCD files.

(See Honeywell Service Information Letter D202601005160 for contact details.)

What should operators do now?

Operators with MKV equipped aircraft should:

- Identify affected tails
- Engage Honeywell or STC holders early
- Align MKV-A upgrades with scheduled maintenance
- Plan to transition before **30 April 2026** to avoid database support interruption

Where can we get support?

- **Technical Support:** Honeywell Aerospace Technical Support
- **Documentation:** Honeywell Technical Publications
- **Database Subscriptions:** Honeywell Database Services Accounts (DSA)