

NextGen and Beyond



UNIVERSAL[™] AVIONICS

an *Elbit Systems* Company

NEXTGEN TAKEOFF TO TOUCHDOWN

Equipping your aircraft for NextGen means more than the ADS-B Mandate; it means equipping for the flight operations you have today and might have in the future. Universal Avionics provides a suite of cockpit avionics to which operators can build their ideal flight deck. From takeoff to landing and rollout, use the building block approach to configure your ideal flight deck today.

UNIVERSAL™ AVIONICS
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Enroute Data Comm

- SBAS-FMS
- UniLink™
- CVR

ADS-B Out

- SBAS-FMS
- ADS-B Out Transponder

Oceanic FANS 1/A+

- SBAS-FMS
- UniLink
- CVR

ATN B1

- SBAS-FMS
- UniLink ATN B1 Module
- CVR

LPV/PBN

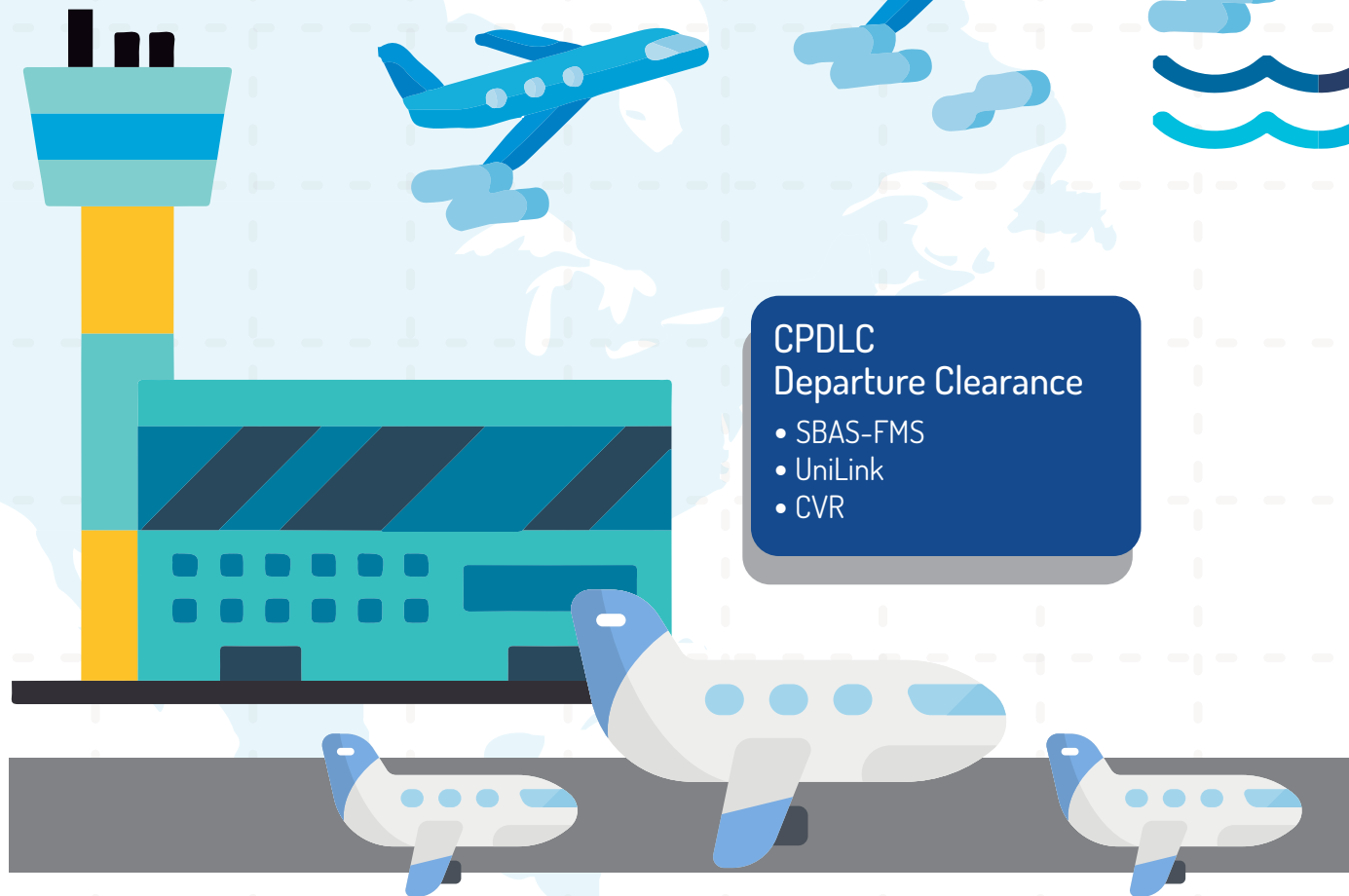
- SBAS-FMS

EFVS

- SkyLens™
- EVS

CPDLC Departure Clearance

- SBAS-FMS
- UniLink
- CVR



IMPROVE SAFETY WITH EFVS

New rules on the use of Enhanced Flight Vision Systems (EFVS) to descend below 100 feet above touchdown and also land and rollout was issued on December 16, 2016. Under the regulation, pilots can continue past 100 feet to touchdown and rollout, flying the airplane, looking through a HUD and seeing the approach lights, runway lights, and markings as EFVS imagery.

The new rule does not specify the type of sensor required in an EFVS, leaving the door open for new products such as wearable HUDs, like the ClearVision™ SkyLens Head-Wearable Display (HWD). Head-down displays (instrument panel displays) cannot be used for EFVS operations. However, the copilot in a two-pilot aircraft can use a head-down display to monitor the pilot's view through the HUD.

Approaches that meet the criteria for EFVS operations to touchdown and rollout are standard IAP or special IAP with a decision altitude (DA) for precision approaches, or decision height (DH) for approach procedures with vertical guidance (APV). In some cases, pilots may also fly certain non-precision approaches (those that use a minimum descent altitude as a DA/DH) using EFVS, with OpSpec C073, MSpec MC073 or LOA C073 approval. Operators might need specific approvals for EFVS operations. Please consult with a qualified installation facility regarding certification requirements for your aircraft.

-adapted from AIN 2017 Cockpit Avionics Issue



NEXTGEN SOLUTION

SBAS-FMS



- LPV (PBN)
- RNAV/RNP (PBN)
- ADS-B Out (w/transponder)



UniLink +CVR/FDR



+ ATN B1
SCN 31.0+

- Data Comm
- CPDLC DCL
- FANS 1/A+

- ATN B1