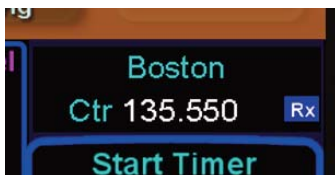


AFTER



BEFORE





When interfaced with the PMA8000B, Entegra Release 9 is able to decode the active Com frequency and display the agency name. At a glance, you know with whom you will be talking when you key your mic.

For more information, contact your avionics dealer or:
 PS Engineering, Inc.
 9800 Martel Road
 Lenoir City, TN; 37772
 Phone (800) 427-2376; (865) 988-9800
 FAX (865) 988-6619
www.ps-engineering.com



Active Com Freq Decoded on IFD

To optimize the performance of your *Entegra* Release 9 suite, Avidyne has partnered with PS Engineering to develop an interface with the PMA8000B Audio Select Panel that makes it possible to decode the active frequency and display the name of the station in plain English on the Pilot's IFD, providing a handy reminder of the agency to which you will be transmitting when pressing the push-to-talk button.

Monitor Four Com Frequencies

The PMA8000B leverages the full capability of *Entegra* Release 9's DVX740 VHF multi-channel communications radio modules by adding the ability to simultaneously monitor its standby frequencies—providing two transmit and four receive channels of COM audio.

Play Back Capability

The PMA8000B includes an Intercom Recording System (IRS)—providing the ability to play back messages instantaneously that you may have missed. No longer will you have to say "Say again?"

Additional Features

The 2.5mm front panel utility jack provides a convenient way of connecting external audio inputs such as a cell phone or portable music devices.

The PMA8000B provides two coms (including split mode), PS Engineering's exclusive *Dutel*® full-duplex telephone interface, a high fidelity six place stereo intercom, two separate and configurable channels of stereo entertainment inputs, and an integrated marker beacon receiver.

Plug & Play Replacement

PS Engineering's PMA8000B is an easy upgrade for existing *Entegra*-equipped aircraft, providing plug-and-play replacement capability for popular GMA340 and PMA8000-series audio panels.

EFD5000 IFD (each)

10.4" Diagonal, Color Active-Matrix
LCD Sunlight readable 1024x768 pixels, 65,536 colors

Dimensions: 10.7in × 8.5in × 9.4in
(27.2cm × 21.6cm × 23.9cm)

Weight: 18.0 lbs. (5.45kgm)

Power: 18-32 VDC
4.25 A @ 28 VDC Rvc
8.25 A @ 28 VDC Xmit

ACD215 Keyboard

Dimensions: 6.25in × 6.0in × 2.5in
(158mm × 152mm × 63mm)

Weight: 1.8 lbs. (0.82kgm)

Power: 18-32 VDC
0.4 A @ 28 VDC Rvc

GPS Specifications

- WAAS Gamma 3

Multi-channel VHF Voice, Data Transceiver Specifications

- 16 Watt transmitter (Class 3, 5), 20 Watt typical
- Capable of simultaneous reception of up to four channels, voice or data
- 8.33KHZ or 25KHZ Operation (Class C, E) including offset carrier
- 118 MHz to 136.975 MHz operation

- Upgradeable to VDL Mode 2, Mode 3, Mode 4 VHF Datalink channels without adding antennas
- Sensitivity set to -107dBm (1 microvolt)
- Auto-squelch set to -101dBm (2 Micro volts)
- Wide dynamic range receiver allows operation while offside COM is transmitting

VHF Localizer Receiver Specifications

- Digital Ident Morse Code decoder
- Wide dynamic range receiver allows operation while COM is transmitting
- Flag sensitivity set to -101dBm (Actual sensitivity exceeds -107dBm)
- 108.1 MHz to 111.95 MHz operation
- Meets RTCA DO-195 requirements

UHF Glideslope Receiver Specifications

- Flag Sensitivity Set to -86dBm (Actual Sensitivity Exceeds -107dBm)
- 329.15 MHz to 335.00 MHz operation
- Meets RTCA DO-192 requirements

VOR Receiver Specifications

- Digital Ident Morse Code decoder
- Wide dynamic range receiver allows operation while COM is transmitting
- Flag sensitivity Set to -103dBm (Actual sensitivity exceeds -107dBm)
- 108.0 MHz to 117.95 MHz operation
- Meets RTCA DO-196 requirements

TSO Compliance

- TSO-C2d** Airspeed Instruments
- TSO-C3d** Turn & Slip Instruments
- TSO-C4c** Bank & Pitch Instruments
- TSO-C6d** Magnetic Direction Instruments
- TSO-C8d** Vertical Velocity Instruments
- TSO-C10b** Altimeter, Pressure Actuated
- TSO-C34e** ILS Glide Slope Receiving Equipment
- TSO-C36e** Airborne ILS Localizer Receiving Equipment
- TSO-C37d** Class 3, 5
- TSO-C37d** VHF Radio Communications Transmitting Equipment
- TSO-C37d** Class C, E
- TSO-C38d** VHF Radio Communications Receiving Equipment
- TSO-C40c** VOR Receiving Equipment
- TSO-C43c** Temperature Instruments
- TSO-C44b** Fuel Flow Meters
- TSO-C45a** Manifold Absolute Pressure Instruments
- TSO-C47** Pressure Instruments – Fuel, Oil, Hydraulic
- TSO-C49b** Electric Tachometer
- TSO C106** Air Data Computer
- TSO C110a** Airborne Passive Thunderstorm Detection
- TSO C113** Airborne Multipurpose Electronic Display
- TSO C146b** Stand-Alone Airborne Navigation Equipment Using GPS
- TSO C147** Traffic Advisory System (TAS)

WHY SHOULD I CHOOSE R9?

Simplicity

Page & Tab UI

- Easier to navigate
- Clearly-labeled button functions
- Eliminates memorization and “do-overs” associated with G430-based systems

Next-Gen FMS

- Airway flight planning makes IFR flightplan entry much easier
- GeoFill™ reduces keystrokes needed for flightplan entry
- FMS Vectors™ reduces workload during transition between phases of flight
- Much easier to change IFR routing
- Keyboard with display

All-Digital VHF Radios

- Monitors up to 4 COM frequencies reducing high workload
- See plain-English readout of active COM station identifier
- Auto-tuning of VHF NAVs

Utility

Next Gen FMS

- Fly more confidently
- Makes flying IFR more “approachable”
- Get more use out of your airplane
- Cancel fewer trips because of uncertainty around recurrent training

Better Wx Interfaces

- Fly more confidently during IFR
- Color lightning
- Worldwide datalink

All-Digital VHF Radios

- Powerful 16-watt COMs allow you to talk at longer distances

Safety

Robust Architecture

- High-reliability, fully deterministic dual-databus
- Eliminates cascading failures

Identical IFDs

- Eliminates need for Composite modes
- Each display can access all data
- No unfamiliar “composite modes” during high-workload events

Next-Gen FMS

- Dual instances of FMS provide full redundancy and automatic backup

Dual ADAHRS

- Automatic switching in the event of a failure

With Release 9, Avidyne is focused on making flying simpler, providing owner/operators more utility from their aircraft, and providing a higher level of safety for single pilot IFR operations.



AFTER



BEFORE



AFTER



BEFORE





DFC100 DIGITAL AUTOPILOT FOR ENTEGRA RELEASE 9



Fly with the Precision of an Attitude-based Autopilot

The feature-rich DFC100 has all the standard vertical and lateral modes of operation of a turbine-class autopilot system, including Flight Director (FD), Altitude Hold (ALT), Airspeed Hold (IAS), Vertical Speed Hold (VS), Heading (HDG), and Navigation (NAV, LOC/GS, GPSS). With Release 9, the DFC100 supports Avidyne's exclusive FMS Vectors™ mode, which allows the pilot to remain coupled during air traffic control (ATC) vectors operations without having to manually change autopilot modes. The DFC100 also includes a "Straight & Level" button which overrides all autopilot modes, leveling the wings and engaging altitude hold for an added measure of safety in the event of an emergency situation where the pilot gets disoriented or prior to activating the Cirrus' parachute.

Plug and Play Installation

Avidyne's DFC100 is an integrated flight computer and control panel that is designed as a plug-and-play replacement for existing rate-based STEC 55X flight computers, and is compatible with Cirrus SR20 and SR22 aircraft that have upgraded to Entegra Release 9. When the DFC100 is added to the Entegra Release 9-equipped Cirrus aircraft, there's no additional wiring and therefore virtually no aircraft down time required to upgrade to the ADAHRS-driven attitude-based autopilot.