

FALCON 10 N1000CU

Proposed work scope



ADD MODERN FMS, MOVING MAP, EGPWS, ADSB IN, AND
WEATHER RADAR CAPABILITY

FALCON 10 N1000CU

initial work scope proposal

ADD MODERN FMS, PRNAV, EGPWS, MOVING MAP CAPABILITY
AND UPDATE NAV COM MARKER ILS VIA DUAL G750s.

ADD TRAFFIC TIS, GROUND BASED WEATHER, ADSB IN
DISPLAY VIA GAD 69 (?) REMOTE RECEIVER.

ADD VISUAL DISPLAY TO EXISTING L3 SKYWATCH VIA G750
INTEGRATION

ADD IPAD INTERACTIVITY VIA G750xl (?), _____LINK.

ADD MODERNIZED WEATHER RADAR VIA RDR-2100 SYSTEM.

Additional options. SkyText to give minimal inflight connectivity.

Completely Remove Legacy Systems And Associated Wire
Harnesses, Connectors.

Incidental mods: one or two additional antenna footprints will be
required atop the aircraft.

SKYTEXT? GOGO?

FALCON 10 N1000CU

INITIAL EQUIPMENT

LIST

2 EACH G750 systems

One or both include EGPWS option.

One or both with ipad integration

2 EACH GD40(?)

1 EACH GDL 69 (?)

2 EACH GTX () TRANSPONDERS

1 EACH RDR 2100 SYSTEM, (O/H condition)

Includes radar controller

1 EACH CTL60

If retaining existing ADF's

LABOR ESTIMATES

INITIAL AIRCRAFT PREP AND COMPLETE REMOVAL OF
CERTAIN EXISTING SYSTEMS. JANIKING

INITIAL ENGINEERING, REGULATORY PREPARATIONS, WIRE
DIAGRAMS _____

WIRE HARNESS FABRICATION _____

SYSTEMS INSTALLATION _____

MINOR STRUCTURAL MODS
CENTER INSTRUMENT PANEL
ANTENNA FOOTPRINTS
AVIONICS MOUNTED IN NOSE
PLACARDING

JANIKING

COSMETIC UPGRADES AT COCKPIT _____

DOCUMENTATION INTEGRATING
ORIGINAL WIRE DIAGRAMS WITH
MOD DIAGRAMS, FLIGHT MANUAL,
EQUIPMENT LIST ETCETERA

JANIKING

FINAL APPROVALS, RETURN TO SERVICE _____

RETAIN AND INTEGRATE TO THESE SYSTEMS.

RETAIN AUTO COURSE SELECTION BOTH SIDES:
VIA CONVERTER 2 EACH GAD() AND EXISTING
RELAYS.

RETAIN HSI NAV SOURCE DISPLAY REVERSION:
NEW RELAYS IN LEGACY SWITCHING SCHEME (?)
OR - G750 SWITCHING ONLY
OR - ALLOW PILOT - ONLY - TO SEE COPILOT NEEDLES

RETAIN EXISTING RVSM ALTIMETERS, ALTITUDE PRESELECT
RETAIN EXISTING PRESELECT HEAD. MOD DIAGRAMS ARE
NOT COMPLETE.

RETAIN ONLY 1 RAW DME SYSTEM, OR RETAIN 2?
CHANNELING? DISPLAY?
429/CSDB OR 2X5 CHANNELLING?
RETAIN ONE OR BOTH DME DISPLAYS

RETAIN EXISTING RADALT ALT 50 AND DISPLAY

RETAIN EXISTING TRANSPONDER (GARMIN P/N? FEATURES)

RETAIN EXISTING L3 SKYWATCH
FEATURES? DISPLAY TO G750 MFD? SW UPDATE?

RETAINING EXISTING VG REVERSION.
RETAIN EXISTING STBY HORIZON SYSTEM?
RETAIN CABIN CHIME BOX.
RETAIN AFTERMARKET VOX INTERCOM?

DELETE SYSTEMS

DELETE EVERY UNUSED WIRE HARNESS/ UNUSED CONNECTOR FROM AC. RESULTS IN WEIGHT REDUCTION, INCREASED SERVICEABILITY.

REMOVE ALL UNUSED WIRE DIAGRAMS FROM FROM AIRCRAFT WIRE DIAGRAM FILES. REDUCES DIFFICULTY SERVICING OEM SYSTEMS INTEGRATION WITH NEWLY INSTALLED SYSTEMS

OPEN ALL FORWARD AND AFT PRESSURE BUNGS FOR CLEANUP. RESULTS IN DECLUTTERING AIRCRAFT WIRE HARNESS.

DELETE ONE OR BOTH ADF SYSTEMS (?) RESULTS IN REDUCED OVERALL AVIONICS COMPLEXITY.

DELETE ONE OR BOTH DME SYSTEMS, RESULTS IN REDUCED OVERALL AVIONICS COMPLEXITY.

DELETE EXISTING COMS, NAVS, GS, MARKER LEGACY SYSTEMS COMPLETELY REPLACED BY NEW SYSTEMS

DELETE EXISTING EGPWS. ALLOWS MODERN EGPWS TO DISPLAY ON G750.

DELETE EXISTING HF SYSTEM. REDUCES WEIGHT, COMPLEXITY.

INTEGRATION QUESTIONS

PILOTS SIDE NAV1 / NAV2 / FMS EXISTING SWITCHING MUST BE REFORMED.

BEARING POINTER AT HSI HARD WIRED TO ONSIDE 750?

EXISTING RMI SELECTION, RELABELING.

MOVING MAP OPTIONS FOR VIP?

WHAT ARE THE TWO SHADIN RS232/RS422 ADAPTER BOXES IN THE NOSE?

FUEL FLOW HAS BEEN PROBLEMATIC ON F10 INSTALLATIONS. DOES THE 750 GET FF INTEGRATION?

ALL PITCH MODE AUTOPILOTS FEATURES WILL BE MANAGED MANUALLY BY THE PILOT VIA ALT, ALTSEL, VS, ETCETEA. AS PER EXISTING INSTALLATION

REGULATORY PATHWAY

Terry with gain approval of:

337's FOR ELECTRICAL MODS

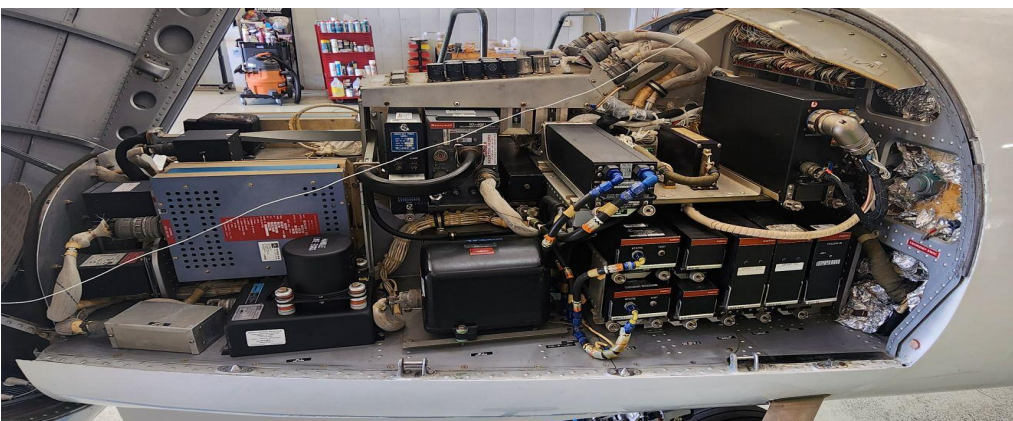
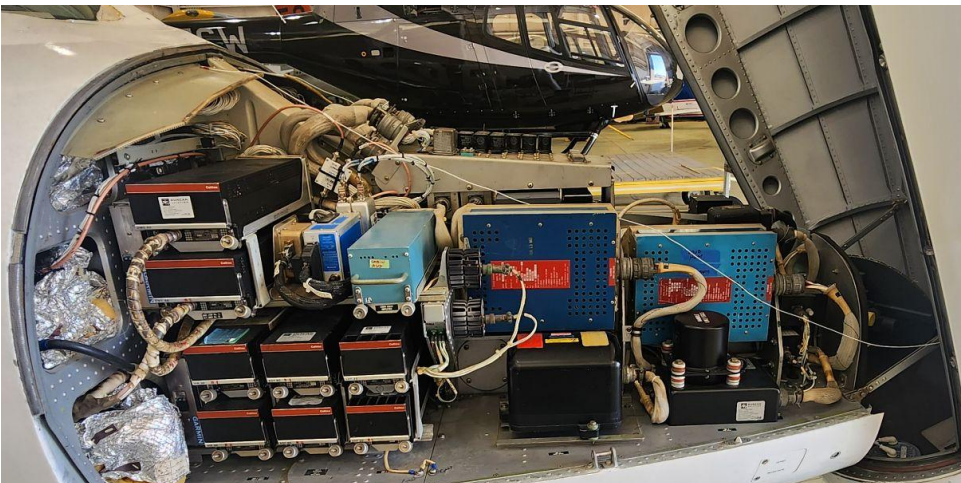
AFMS

W & B UPDATE

EQUIPMENT LIST UPDATE

VIA DAR RELATIONSHIP

N100CU AS EXISTS



Older Avidyne Installation



OLDER UNIVERSAL INSTALLATION BY ELLIOT



OLDER GTN750 INSTALLATION

