**Expanded International Repair Capabilities**

**Austrian Airlines to Support Repair and Return Service for ESS 800/801/900**

The aircraft of repair capabilities for universal aircraft safety and efficiency benefits that meet all national civil aviation standards. The link-2000 is the single European Agency (EU) DataLink Services Implementation (L2-3) 2008, requiring all aircraft operators within European airspace to perform the link-2008 Programmes. These facilities will incorporate hardware and software required in the future deployment to a wide-range of aircraft types. Operators equipped with link-2000 will see performance benefits over traditional voice. All aircraft operators are encouraged to participate in the communications channel. The opportunity benefits of ADS-B operation are improving safety and efficiency of communications in oceanic and remote regions where voice communications currently dominates as part of the European Union’s (EU) Single European Sky (SES). Implementing Rule (DLS IR) requires all existing datalink systems to provide CPDLC and Context Management (CM) functions required to meet ADS-B. The minimum set of equipment forADS-B Out realize many benefits today, including:

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New Rates for Navigation Databases in 2014

An increase in costs from Universal Avionics’ Navigation Data Services (NDS) has resulted in new rates for navigation database subscription services. This is necessary to support emerging navigation database applications and services.

The new pricing changes listed below are effective January 1, 2014:
- Increase of $100.00 for corporate
  Incorporation (GNSS-2400 SCN 30.X) to the list of GPS/GNSS receivers supported for
  US: RNAV (RNP AR) Approach
- Increase of $300.00 for all media

For enrollment, contact a Universal Avionics Authorized
  Avionics service is needed. For a list of FlightAssure’s

www.uasc.com/warranty

Universal Avionics knows that its operators rely
  navigation database subscriptions effective on
  October 1, 2013. These increases will be reflected in invoices for
  Effective January 1, 2014:

- Increase of $100.00 for corporate
  Incorporation (GNSS-2400 SCN 30.X) to the list of GPS/GNSS receivers supported for
  US: RNAV (RNP AR) Approach
- Increase of $300.00 for all media

For enrollment, contact a Universal Avionics Authorized

www.uasc.com/uninet

As announced in Service Bulletin No. 3564, SCN 25.6 for the Universal Flight Planning (UFP) Windows-based software package and Automatic
System (FANS), Required Navigation Performance (RNP) operations offer operators significant
benefits. This includes light aircraft,

From the Flight Deck

Discussing P–RNAV with Universal Avionics’ Manager of Airworthiness and Flight Operations

The Universal Flyer

What are the benefits of being P–RNAV compliant?

Paul Damschen, Universal Avionics’ Manager of Airworthiness and Flight Operations, to discuss P–RNAV.

Top Ratings Continue for Universal Avionics’ Support

Universal Avionics Moves Up to 2nd Place in AIN 2013 Product Support Survey

Universal Avionics’ FMSs Flight Plan (FPL) Menu Page 2 has an option to insert forecast winds adjacent to appropriate waypoints in the flight plan. This enhances overall

Product Support Survey includes Cost

Knowing about the technology, operators can plan for improvements to their flight plans to realize benefits long before the compliance

Top Rates for Universal Avionics’ Support

Universal Avionics has one of the highest flight software support ratings in industry publica-

New Flights for Air traffic Management 2013

Universal Avionics Moves Up to 2nd Place in AIN 2013 Product Support Survey

Universal Avionics’ Flight Planning (UFP) Windows-based software package offers operators the flexibility to enter forecast winds in their flight plan. The UFPs extended forecast winds feature allows operators to include forecast winds in their flight plan for more accurate fuel calculations and to support the dynamic nature of the airspace.

A New Flight Deck

Discussing P–RNAV with Universal Avionics’ Manager of Airworthiness and Flight Operations

The Universal Flyer

What does an operator need to be compliant?

Paul Damschen, Universal Avionics’ Manager of Airworthiness and Flight Operations, to discuss P–RNAV.

What are the benefits of being P–RNAV compliant?

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New Rates for Navigation Databases in 2014

As an increase in costs from Universal Avionics’ largest aeronautical databases, supporting a broad range of services and corresponding navigation data subscriptions are inevitable in today’s rapidly changing flight operations environment. Universal Avionics knows that its operators rely upon the current aeronautical databases, supporting a broad range of services and corresponding navigation data at your convenience. Subscriptions for download-only database service is of most importance. Therefore, Universal Avionics offers a tremendous value for operators, dependable data and reliable subscription service beyond customer expectations.

For more information, contact
Tel: (520) 295-2300 • Fax: (520) 295-3786
www.uasc.com/support/ufp.aspx

Additional Information
For questions regarding Universal Avionics database navigation pricing for 2014, please contact Sales Administration at
Tel: 295-2300 • Fax: 295-3786

Europe: P–RNAV, the equivalent to RNP 1
Europe: Basic–RNAV (B–RNAV), the future of navigation

Additional Information
For questions regarding Universal Avionics database navigation pricing for 2014, please contact Sales Administration at
Tel: 295-2300 • Fax: 295-3786

For more information, contact
Tel: (520) 745-1175 • Fax: (520) 745-0243
email: universalflyer@uasc.com

Updated GPS/GNSS receiver selection view to show only the receivers that are:

• P–RNAV
• Basic–RNAV (B–RNAV)

For this issue, The Universal Flyer asked Paul Damschen, Universal Avionics’ Manager of Airworthiness and Flight Operations, what he had to say:

What is the future of navigation? 

Paul: In the future, we are seeing an evolution into P–RNAV as the future of navigation. Currently, there is a great deal of activity surrounding P–RNAV. We can expect a gradual transition from the current state of navigation to P–RNAV over the coming years. However, it should be noted that this is not typically an issue for shorter flights.

The Universal Flyer: What can operators expect? 

Paul: Operators can expect to see improvements in navigation performance, including more precise navigational accuracy in the terminal and en route. These improvements will be accompanied by cost savings for operators, as P–RNAV reduces the need for ground-based navigation aids.

The Universal Flyer: What is the timeline for this transition? 

Paul: The timeline for this transition is difficult to predict. However, operators should anticipate a gradual transition from current navigation systems to P–RNAV over the coming years. The exact timeline will depend on various factors, including regulatory requirements and the availability of P–RNAV solutions.

The Universal Flyer: What measures are being taken to ensure a smooth transition? 

Paul: Universal Avionics is committed to supporting operators through this transition. We offer training and support services to help operators understand the benefits of P–RNAV and ensure a smooth transition to this future of navigation.

The Universal Flyer: What is the advantage of P–RNAV for operators? 

Paul: The advantage of P–RNAV for operators is improved navigation accuracy, reduced dependency on ground-based navigation aids, and cost savings. P–RNAV allows operators to maintain required navigational accuracy and to reduce costs associated with ground-based navigation aids.

The Universal Flyer: What is the current status of P–RNAV implementation? 

Paul: The current status of P–RNAV implementation is that it is not currently mandated by any regulatory agency. However, many operators are choosing to implement P–RNAV as a way to improve navigation accuracy and reduce costs associated with ground-based navigation aids.

The Universal Flyer: What is the timeline for P–RNAV implementation? 

Paul: The timeline for P–RNAV implementation is dependent on various factors, including regulatory requirements and the availability of P–RNAV solutions. However, operators can expect to see a gradual transition from current navigation systems to P–RNAV over the coming years.

For more information, contact
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www.uasc.com/support/ufp.aspx

Universal’s SBAS-FMSs were designed in compliance with the International Civil Aviation Organization’s (ICAO) Technical Specification for P–RNAV. The SBAS-FMSs feature an Integrated Navigation and Monitoring System (INMS), which monitors the availability, accuracy, and continuity of SBAS signals. Universal Avionics’ SBAS-FMSs are compatible with both SBAS and non-SBAS-based solutions for improved performance and reliability of GPS.

Universal Avionics is a technology leader in both GPS and satellite-based navigation. Its products are used in a variety of applications, from military and commercial aviation to maritime and land-based navigation. Universal Avionics is committed to providing operators with the most advanced navigation solutions available.

For more information, contact
Tel: (520) 295-2300 • Fax: (520) 295-3786
www.uasc.com/support/ufp.aspx

Regulations with Operational Benefits for Today

With high demands for increased capability and improved safety, Universal Avionics has introduced new capabilities that enhance the performance and reliability of its navigation solutions. The SBAS-FMSs are designed to provide operators with an integrated navigation solution that is compliant with the ICAO Technical Specification for P–RNAV. This integration allows operators to maintain required navigational accuracy and to reduce costs associated with ground-based navigation aids.

Operators who choose to equip early will realize benefits long before the compliance date of any mandate.

For more information, contact
Tel: (520) 295-2300 • Fax: (520) 295-3786
www.uasc.com/support/ufp.aspx

About
The Universal Flyer is a quarterly publication produced by Universal Avionics Corporation. This newsletter provides important information about Universal Avionics and its products and services as well as regulatory information and tips aimed at the owner and operator of business, regional and air transport aircraft.

Feedback
Your feedback is appreciated. Email us at feedback@uasc.com.

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3260 E. Universal Way
Tucson, AZ 85756 USA
Tel: (520) 295-2300 Fax: (520) 295-3786
www.uasc.com/support/ufp.aspx

Top Ratings Continue for Universal Avionics’ Support

Universal Avionics Moves Up to 5th Place in 2013 Product Support Survey

For the second year in a row, Universal Avionics has been named the top avionics manufacturer in the Product Support Survey. The survey is conducted by Jeppesen, a leading provider of aviation data and technology solutions, and is based on data collected from aviation professionals. Universal Avionics has made significant improvements from 2012 to 2013, including a focus on improving its support and operational results.

Here’s what he had to say:

Addendum

The Universal Flyer: Can you provide more information about how Universal Avionics’ SBAS-FMSs conform to P–RNAV requirements?

Paul: Universal Avionics’ SBAS-FMSs conform to P–RNAV requirements through the use of an Integrated Navigation and Monitoring System (INMS) and a redundant Navigation and Monitoring System (NMS). The INMS monitors the availability, accuracy, and continuity of SBAS signals, while the NMS provides a backup for the INMS. Universal Avionics’ SBAS-FMSs are designed to provide operators with an integrated navigation solution that is compliant with the ICAO Technical Specification for P–RNAV.

The Universal Flyer: What is the significance of P–RNAV in today’s aviation environment?

Paul: P–RNAV is significant in today’s aviation environment because it provides a single, reliable navigation source for operators. P–RNAV reduces the need for ground-based navigation aids, which can be costly and unreliable. Universal Avionics’ SBAS-FMSs are designed to provide operators with a single, reliable navigation source that is compliant with P–RNAV requirements.

The Universal Flyer: What is the future of P–RNAV? 

Paul: The future of P–RNAV is bright, with many operators choosing to implement P–RNAV as a way to improve navigation accuracy and reduce costs associated with ground-based navigation aids. Universal Avionics’ SBAS-FMSs are designed to provide operators with an integrated navigation solution that is compliant with P–RNAV requirements.

For more information, contact
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Universal Avionics is a technology leader in both satellite-based and terrestrial navigation. Its products are used in a variety of applications, from military and commercial aviation to maritime and land-based navigation. Universal Avionics is committed to providing operators with the most advanced navigation solutions available.

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Universal Avionics Moves Up to 5th Place in 2013 Product Support Survey

Universal Avionics has one again come out on top of the charts in the avionics manufacturer category, moving up to the number one spot. The company’s dedicated support and operational results have improved from 2012 to 2013, leading to its success. The company’s support team is always available to assist customers with any concerns.

The support team is always available to assist customers with any concerns.
High demand for satellite navigation services in urban areas, such as Los Angeles International Airport (LAX), has led to limitations on the number of aircraft that can use them. This is due to the limited bandwidth available on the satellite constellation and the high demand for services in these areas. As a result, operators must carefully plan their flights to avoid conflicts with other users of the same service. In this issue, we discuss the different types of urban navigation services available and the challenges they present for operators.

### Urban Navigation Services

- **GPS**: The Global Positioning System (GPS) is a navigation and timing system composed of 24 satellites orbiting the Earth. It provides precise location, navigation, and time information to users around the world.
- **SBAS**: Satellite-Based Augmentation Systems (SBAS) are satellite navigation systems that augment GPS by providing a small number of additional signals. This improves the accuracy of GPS positioning in urban areas.
- **ADSB**: Automatic Dependent Surveillance-Broadcast (ADSB) is a system that uses existing air traffic control radio links to transmit position reports from aircraft to the ground. These reports can then be used to provide a clear picture of air traffic in the area.

### Challenges for Urban Navigation Services

- **Limited Bandwidth**: The number of aircraft that can use urban navigation services is limited by the available bandwidth on the satellite constellation. This can lead to congestion and delays.
- **Conflicts with Other Users**: Urban navigation services can conflict with other users of the same service, such as military and civil operations.
- **Weather and Other Factors**: Weather and other factors can also affect the availability and reliability of urban navigation services.

### Conclusion

Urban navigation services are becoming increasingly important for operators, especially in urban areas. However, they come with their own set of challenges, such as limited bandwidth and conflicts with other users. Operators must carefully plan their flights to avoid these issues and ensure the safety and efficiency of their operations.

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**About the Universal Flyer**: The Universal Flyer is a quarterly publication produced by Universal Avionics systems Corporation. It provides updates on the latest industry news, product releases, and technical tips and tricks. The Flyer also provides readers with information about the company and its services and products as well as regulatory and instructional guidance related to the operation of the registered and regional business and air transport aircraft.

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**Feedback**

If you have any questions or comments about this issue of the Universal Flyer, please send them to universalflyer@uasc.com. We welcome your feedback and suggestions for future issues.

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**Regulations with Operational Benefits for Today**

Regulations with operational benefits for today are rapidly emerging. The FAA and other regulatory agencies are working to develop new requirements that will improve safety and efficiency. These requirements are designed to address specific issues, such as the increasing use of satellite-based navigation services.

### FAA’s SBAS-FMS Certification

The FAA has developed a series of requirements for satellite-based augmentation systems (SBAS). These requirements are designed to ensure the safety and reliability of the SBAS-FMSs. The requirements include:

- **SBAS-FMS Certification**: The SBAS-FMS must meet strict operational and safety requirements to be certified for use in the United States.
- **SBAS-FMS Installation**: The SBAS-FMS must be installed on the aircraft in accordance with the manufacturer’s instruction.
- **SBAS-FMS Operation**: The SBAS-FMS must be operated according to the manufacturer’s instruction.

### Conclusion

Satellite-based augmentation systems (SBAS) are becoming increasingly important for operators, especially in urban areas. However, they come with their own set of challenges, such as limited bandwidth and conflicts with other users. Operators must carefully plan their flights to avoid these issues and ensure the safety and efficiency of their operations.
Expanded Integrated Repair Capabilities

Austrian Airlines Avionics to Support Repair and Returns to Service for EFIS 870-001/002

The lack of repair capabilities for universal EFIS 870-001/002 flight displays in Europe has led Universal Avionics, a provider of auxiliary equipment, to develop the capability to support two key EFIS components in individual return to service kits.

Austrian Airlines Avionics is one of the largest independent avionics suppliers in Europe and its customers are among the most demanding in the world. Austrian Airlines is a key player on European airways and has been experiencing a demand for return-to-service solutions for the EFIS 870-001/002 flight displays.

Representative Flight Deck Package

The Universal Avionics / Duncan Aviation Falcon 900B flight deck upgrade provides the complete solution required to return to service your aircraft. It includes all upgrade components, as well as flight deck components to return the aircraft to a fully operational state.

1. EFI-8990R 8.9” Advanced Flight Displays with one dedicated Integrated Communications Management Unit (CMU), and UniLink® Link 2000+ Datalink capabilities.

2. Universal Avionics’ UniLink® UL-801 CMU is rated to be the only integrated airborne datalink system to provide CPDLC and Controller-Pilot Datalink Communications (CPDLC) that are fully certified and implemented worldwide, affecting almost all datalink systems to provide CPDLC and CPDLC.

3. The Single European Sky (SES) Data Link Services (DLS) has been awarded the certification for the Link 2000+ datalink systems to provide CPDLC and CPDLC.

The New Future for Your Falcon

Universal Avionics today announces, in partnership with Duncan Aviation, the availability of Universal Avionics’ EFI-8990R/8990H Advanced Flight Display for Falcon 900B. This upgrade is designed to provide a modernized flight deck for your Falcon, featuring the latest technology and safety enhancements.

What: Universal Avionics / Duncan Aviation Falcon 900B flight deck upgrade

Where: Universal Avionics / Duncan Aviation Flight Deck Packages

When: Available for delivery now

Top Dealer Announcement

Universal Avionics announces its latest dealer, Duncan Aviation, to install and certify a technologically advanced cockpit for the Dassault Falcon 900B

Did You Know?

• Top Ratings Continue for Universal Avionics

Open Envelope to Access Article

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The Future Air Navigation System (FANS) provides greater situational awareness between the pilot and the Air Traffic Controller (ATC). FANS technology is currently being implemented in civil and domestic airspace around the world. For a list of upcoming FANS mandates, visit:


OCTOBER 1, 2013  |  VOLUME 6, ISSUE 4

Top Dealer Announcement

Universal Avionics invites its customers, dealers and authorized partners in North America to the 2013 NBAA Annual Business Aviation Convention and Exhibition at the Las Vegas Convention Center (LVCC) in Las Vegas, Nevada. October 21-23.

Universal Avionics’ location is Booth N6108. To learn more about Universal Avionics’ products and services, visit the website: www.uasc.com

Additional Information

For program information, please contact a Universal Avionics Regional Sales Manager or Duncan Aviation, Inc. via

info@universalaviationsystems.com

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Inside This Issue

1  Product News and Highlights
2  From the Front Desk
3  Regulations with Operational Benefits for Today
4  Top Ratings Continue for Universal Avionics’ Support
5  Did You Know?

Expanded Integrated Repair Capabilities

French aerospace manufacturer Dassault Aviation is proud to announce Duncan Aviation, its Authorized Dealer, has received Airworthiness Approval to perform Critical Design Changes (CDC) on the Falcon 900B. Visit Universal Avionics’ Booth N6108 during the 2013 NBAA Business Aviation Convention and Exhibition in Las Vegas for a first-hand look at this new technology. www.duncanaviation.com

Did You Know?

• A single enhancement is defined by the FAA as a program that incorporates the development and implementation of equipment or software necessary to comply with a new or updated Airworthiness Requirement. As a result, it allows an aircraft to be compliant with new or updated regulations with less cost and effort.
• Universal Avionics recently partnered with Authorized Dealer, Duncan Aviation, to perform Critical Design Changes (CDC) on the Falcon 900B. Visit Universal Avionics’ Booth N6108 during the 2013 NBAA Business Aviation Convention and Exhibition in Las Vegas for a first-hand look at this new technology. www.duncanaviation.com

The New Future for your Falcon

Universal Avionics recently presented its new Falcon 900B Retrofit Flight Deck Package at the NBAA 2013 Convention in Las Vegas, Nevada. This Retrofit Flight Deck Package presents a complete concept: replace only the most critical components in your aircraft to modernize your Falcon to the latest technology. The Retrofit Flight Deck Package provides significant weight saves, increased reliability and reduced maintenance costs. This new retrofit warranty includes a 5-year warranty on all systems while removing the benefits of the latest advancement in avionics to your Falcon.

Components

The Retrofit Flight Deck Package includes:

• 1 – FMS-8000R Advanced Flight Display with full depiction Engine Display (ED)
• 1 – PFD-2000 “Synthetic Vision System
• 2 – Application Server Units (ASU) for improved cockpit interfaces
• 1 – SSD-1500 (SDS) Flight Management System (FMS) with CDI Display upgrade (CDU) (optional MFD)
• 2 – Radio Control Units (RCU)
• 1 – MCDU-8000, 8.9” Touch Screen Display Management Unit (CMBU)

Additional Information

For program information, please contact a Universal Avionics Regional Sales Manager or Duncan Aviation, Inc. via

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