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and comes in at 4.25 metres long the butch version is just a couple of centimetres wider and 1.80m wide. More than 55,000 people were in attendance in the Thursday through Saturday event—that Sunday was Easter. As the first allnew Presidential limousine since the 2004 Cadillac DTS built for President George W. Bush, the new car has roughly the same overall footprint as the previous model and similar proportions. For additional information, see the Global Shipping Programme terms and conditions opens in a new window or tab Learn More opens in a new window or tab Learn More opens in a new window or tab Learn More opens in a new window or tab Learn More opens in a new window or tab Learn More opens in a new window or tab Learn more Contact the seller opens in a new window or tab and request a postage method to your location. Please enter a valid postcode. Please enter a number less than or equal to 1. All Rights Reserved. Indeed may be compensated by these employers, helping keep Indeed free for jobseekers. Indeed ranks Job Ads based on a combination of employer bids and relevance, such as your search terms and other activity on Indeed.

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The Garmin display screen lighting is controlled by an internal If an aircraft not meeting these During the flight, where feasible, the pilot should use available data If ATS issues a heading assignment taking the aircraft off a route, the Prior to commencing takeoff, pilots must verify the aircraft navigation Revision 02 Note Pilots must not fly an RNP 1 SID unless it is retrievable by Note When using GNSS, the signal must be acquired before the takePrior to the arrival phase, the pilot should verify that the correct The active flight plan should be This includes If required A route must not be used if doubt exists Pilots must not fly an RNP 1 STAR unless it is retrievable by procedure Note As a minimum, the arrival checks could be a simple inspection of The creation of new waypoints by manual entry into the RNAV system Where the contingency procedure requires reversion to a conventional Revision 02 This may include the insertion of tactical Manual entry or modification by Pilots must verify their aircraft navigation system is operating correctly Although a particular method is not mandated, any published altitude Pilots should use the appropriate ICAO flight plan designation. The letter \u201cR\u201d should be. GNSS has become the cornerstone of future aviation navigation, and through ADSB also of aviation surveillance. However, GNSS' vulnerability to interference and jamming necessitates an Alternate Positioning Navigation and Timing or APNT solution that can meet the PBN performance requirements. The paper discusses a proposed eDME SignalInSpace design, a prototype eDME system implementation, the SignalInSpace validation of that prototype system, and the results of a flighttest demonstration of the system. New Original. In order to use this site, your web browser must allow cookies and have javascript enabled. Our cookies contain no personally identifiable information PII. They are simply a unique serial number used to recognize this unique browser session.

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acknowledge our privacy statement and agree to accept cookies. Accept. In 1983, Hindustan Aeronautics HAL bought a production licence and manufactured another 125 aircraft in Kanpur, India. In July 2017, 63 aircraft were still in airline service. The fuselage, wings and tail unit are manufactured by Hindustan Aeronautics Limited HAL in Kanpur, India, and transported to Oberpfaffenhofen, where RUAG Aviation carries out aircraft final assembly. At the ILA Berlin Air Show in 1980, Dornier presented the new aircraft to the public. In 1996, it was announced that all manufacturing operations would be transferred to India. The first fully electric flight is planned for 2020 and the first hybridelectric flight for 2021, apparently from Cochstedt Airport. It is powered by a pair of Garrett TPE331 turboprop engines. The Do 228 is commonly classified as a Short Takeoff and Landing STOL capable aircraft, being capable of operating from rough runways and in hot climates. Other operators include police, law enforcement, paramilitary operators and military operators. ISBN 0710608675, p.87. Retrieved 18 August 2010. Simtec GmbH. Forecast International. September 2009. By using this site, you agree to the Terms of Use and Privacy Policy. Download SN3500 Installation Manual Download. Updated figure. Section 7.1.6 Added reference to cal procedure and added GAIN selection to table. Following sections renumbered. Section 12 DWG 8200510 sheet 41 Intentionally skipped. Updated for software version 4.01 AR1087. Section 3.3.1 change inverter range from 360 440Hz. Section 12 Added 8200541 to drawing list. Updated for software version 3.05, AR1032.

Page 212 Assigned P313 to NVIS Control Page 312 Added NVIS P313 description Page 720 Modified Maint. Page 14. NVIS control monitor Page 1110 Added NVIS ground test step Page 122 Added 8200510 pp 40, updated revisions. Page 12 TACAN added. Page 16 TACAN added to bearing pointer inputs. Modified 8200510 sheet 28. Page 21 Lamp kit added. Clarify composite input connection with analog NAVs. Page 51 Added reference to 82005PG SN3500 Pilot's Guide for light source identification and data color coding details. Page 71 Updated INDEX maintenance page image. Page 710 Updated GPS1 maintenance page image. Page 711 Updated GPS2 maintenance page image. Page 715 Added definition for lateral and vertical deviation output calibration in maintenance pages. Page 718 KTA810 configuration note added. Sample AFMS updated including FISB weather. The SN3500 is the industry's most capable electronic HSI. It can be used to directly replace a mechanical DG or HSI as a primary display, or the SN3500 can be used as a replacement or upgrade for an existing Sandel SN3308 navigation display. It may not be exported sent, transferred, disclosed or otherwise released to a foreign person without a license issued by DDTC. 1.2 Equipment Description 1.2.1 Features The Sandel SN3500 Primary Navigation Display is an advanced microprocessor controlled airborne multipurpose electronic display which is FAA approved under technical standard order TSO C6d, C34e, C35d, C36e, C40c, C41d, C113, C118, and C119b. The SN3500 is also EASA approved under ETSO C113. The SN3500 employs a patented active matrix liquid crystal AMLCD projection display. The versatile digital and analog interface properties of the unit provide for compatibility with most VHF navigation receivers, ADF's, TACAN's, DME's, GPS's, remote gyros and flux gates. The SN3500 is designed to display the flight plan data from a connected GPS receiver.

The moving map database for the SN3500 as well as the internal operating system software are field loadable through the use of a portable computer equipped with a USB port and a USB capable version of Microsoft Windows. Although simple, retrofit replacement of most existing threeinch PNI's or HSI's is possible without additional features, we strongly encourage complete installation of the unit with all compatible peripheral equipment interconnected to maximize its functional capability. 1.3 Installation Planning Sandel Avionics has taken many equipment interface possibilities into consideration during the design of the SN3500 to ensure maximum interoperability with other avionics. Contact the factory with any questions about interfacing to specific avionics equipment not covered in the installation drawings. Recommended crimp tools are given in the following table. The connector numbers are printed on the back of the SN3500 for reference. 2

Review special items such as connection of the NAV receiver resolver wiring. 3 Apply power to the SN3500, bring up in maintenance mode and sequentially access each SN3500 maintenance page to correctly select the installed equipment. 4 Perform Ground Test procedures 5 Perform Flight Test procedures. 1.4 Interface Planning 1.4.1 Compass System Determine whether the SN3500 is to be used internally slaved or unslaved. Unslaved operation would be appropriate when the SN3500 is bootstrapped to an already slaved compass system or is being slaved to a panel mounted DG with bootstrap output. Sandel monitors for Label 320, Magnetic Heading Data and Label 270 System Status SN3500 unslaved Internal slaving requires connection of the flux gate excitation to the SN3500 flux gate reference input P224. This input is used only to demodulate the flux gate signals. DG's with XYZ bootstrap outputs require the master 400Hz inverter to be connected to the SN3500 400Hz reference input on P116.

This input is used to lock all 400Hz inputs on P1 and 400Hz outputs in the SN3500. This input presents no loading to the source. Follow the information on the installation drawings, and plan to set up the appropriate compass selections on the compass system maintenance page. Internal slaving does not require the use of an external slaving accessory. Compass calibration is performed using the SN3500 Compass maintenance page. The SN3500 will provide standby heading operation from the flux gate alone in the event of directional gyro DG failure. The SN3500 has a 3wire ARINC 407 synchro bootstrap compass output if required which is capable of driving electronic loads. 1.4.2 Autopilot Switching The SN3500 has low level deviation and flag outputs intended to drive an autopilot. These outputs feed from the pilot selected navigation source. These outputs may eliminate the need for an external autopilot switching relay. However if an external switching relay is used for instance for compatibility with an existing installation the SN3500 has protected Open Drain relay output discrettes intended to drive external switching relays. These outputs have 250ma maximum current and pull to within 1 ohm of ground. NAV1 selection is the default selection and no relay driver output discrete is available. The NAV2, GPS1, or GPS2 outputs can be used to operate a switching relay for each source, allowing the pilot to control the NAV source selection from the front panel of the SN3500. This is referred to as "master" mode and it is the preferred mode of installation. This is referred to as "slave" mode. It allows annunciation of the selection on the SN3500 but does not use the front panel NAV switch to select the GPS receiver. This mode is only available for use with a single GPS. When any relay is used, the SN3500 uses a wraparound RELAY SENSE input, which provides feedback of failure of the switching relay.

A pole on the external relay is used to ground an SN3500 input pin when the relay is in the energized position. If the low signal is not detected, the SN3500 annunciates the relay failure by redlining the NAV source display. 1.4.3 Autopilot Course and Heading Datum Course and heading datum outputs are provided. These can be selected to be AC or DC in the Flight Control System FCS maintenance page and depending on whether Datum Excitation is connected. The direction sense of these signals can be reversed as required. A Backcourse discrete output is provided for annunciation or AFCS reversecourse control when required. This operates during LOC operation when the aircraft is flying with the tail of the Course Pointer up. For older Century autopilots a Datum Excitation 5Khz input is provided. However, an external transformer coupler must be fabricated. Connect the pins appropriate to the installed receiver and select the receiver type on the LNAV maintenance page. Discrete control outputs are provided for APPR ARM, OBS Mode King KLN90 and HOLD II Morrow. These are opendrain outputs. See the installation diagram for details. If more than one receiver is used which has analog signaling, this will require switching relays to feed the single set of SN3500 inputs. Deviation only NAV converters not providing bearing information are supported. There are only low level flag inputs. See the installation drawings. This feature can be disabled on the NAV maintenance page. In the Master mode this will cause the SN3500 to revert to and annunciate NAV1 when an ILS is tuned on NAV1, or NAV2 when an ILS is tuned on NAV2. Disabling of ILS lockout is called for when the customer does not want ILS lockout operation, or when a GPS receiver with

vertical guidance is used to drive the ILS Energize pin during GPS operation. For analog receivers, two types of resolvers are supported. An associated DC reference pin must be connected to the stator lowside connection of the NAV receiver.

This may be ground but may also be a DC reference voltage of approximately 4.5vdc. **WARNING** You must check the NAV receiver wiring before installation planning and before applying power to the system to prevent NAV receiver damage from inadvertent miswiring. Refer to the Sandel installation drawing. This resolver will operate from 30Hz to 500Hz and is calibrated in the NAV maintenance page. These are DC levelsensitive inputs. The thresholds and logic levels are adjusted by selection of the appropriate equipment type on the MKR maintenance page. Lamp load resistors are internal. The SN3500 can also monitor label 222 when marker beacon data is provided from an ARINC 429 source.

1.4.8 Bearing Pointers VOR, ADF, and TACAN 82005IMK Sandel SN3500 Installation Manual Page 16 General Information The bearing pointers can derive their information from any of the connected navigation receivers, including two composite NAV inputs, ADF's, TACAN's, and the long range navigation receivers through the serial ports. See the installation drawings for interconnection data and select the appropriate format from the ADF maintenance page. The composite NAV inputs accept standard 0.5v ARINC inputs. For 3v inputs a series resistor is required, please see the appropriate installation drawing. No external brightness buss is used.

1.4.14 Traffic The SN3500 supports Traffic input via single ARINC 429 High Speed Input on software version 2.01 and above. Purchase of a key code to enable the Traffic display is required. Some remote traffic processors may require remote switches, see the Traffic interface drawings in this manual for these requirements. When interfaced to a TCAS II remote processor, the SN3500 can only be used as a secondary display as it will not display vertical guidance for the purpose of resolution advisories. 1.4.

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