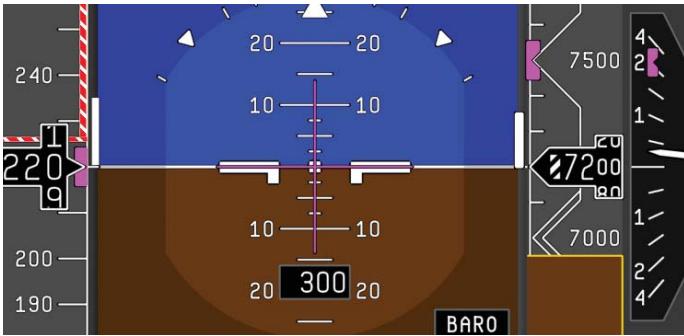# Primus Epic® CDS/R

Honeywell

Primus Epic Control Display System/Retrofit (CDS/R)

Primus Epic® CDS/R

Honeywell's Primus Epic Control Display System/Retrofit (CDS/R) has all the bells and whistles you need to equip your flight deck with a flexible and highly integrated avionics suite. Honeywell's Primus Epic CDS/R is a system capable of integrating with your existing equipment, whether it's Honeywell or other manufacturers, for an economical, operationally advanced system that is so flexible we can easily update your aircraft to meet future FAA mandates.

Primus Epic CDS/R offers reductions in weight, wire count and power, plus provides built-in growth capabilities for future communication, navigation, surveillance/air traffic management (CNS/ATM) related products. Also, with new display features such as graphical uplink weather, Jeppesen charts, video and engine instrumentation, you can be assured by updating your aircraft with Primus Epic CDS/R that you will add value, and increase the safety, efficiency and reliability of your aircraft.

Growth options

Primus Epic CDS/R is designed for growth so when your needs and requirements change, your flight deck can too. Growth options include:

Jeppesen charts: Electronic Jeppesen charts and maps are displayed on large, AMLCD displays and are available at your fingertips. The Jeppesen terminal charts include: airport, departure, arrival, approach, noise, and airspace charts and maps.

Graphical uplink weather: This worldwide and regional weather system offers operators increased safety through enroute flight optimization. It's a real-time advanced flight deck weather system that enhances weather avoidance and diversion capability.

Terrain and advanced map display: Terrain and additional visual reference aids provide increased situational awareness of airspace, airways, intersections and geo-political boundaries.

Engine instruments: The engine instrumentation provides pilot and crew with enhanced means to monitor the engine and associated subsystem performance offering the ultimate in a full glass flight deck.

Cameras: Enhanced vision systems, nose-wheel, cabin and other video sources can be displayed.

CNS/ATM growth capability: CNS/ATM is an evolutionary concept employing technologies in the areas of communication, navigation and surveillance to implement a safe air traffic management environment. CDS/R offers technology that will help you to meet current and future CNS/ATM requirements.

SYSTEM BENEFITS

Designed for improved safety:

- Enhances situational awareness
- Enables strategic route planning
- Maintains use of enhanced ground proximity warning system (EGPWS) and other critical sensor data on primary flight display (PFD) while displaying charts, maps and weather

Designed for growth:

- Incorporation of emerging CNS/ATM operational and environmental requirements
- Integrated flight management system within IC-1080 integrated avionics computer including GPS
- Advanced display features with electronic charts, maps, graphical weather and engine instrumentation
- Enables paperless flight deck

Designed for easy maintenance:

- Reduces maintenance cost and down time by replacing older electromechanical instruments
- Increases redundancy to provides better dispatchability
- Increases reliability with the substantial reduction of line replaceable units (LRU)

Designed for flexibility and efficiency:

- Scalable system architecture
- Flexible interface design integrates with legacy systems
- Reduces weight, wiring and power requirements
- Two, three or four display options

DESIGNED FOR FLEXIBILITY

Two DU-1080 LCD configuration: CDS/R's flexible architecture allows a two-display system to have the same basic benefits of enhanced situational awareness and growth capabilities found in a full flight deck system.
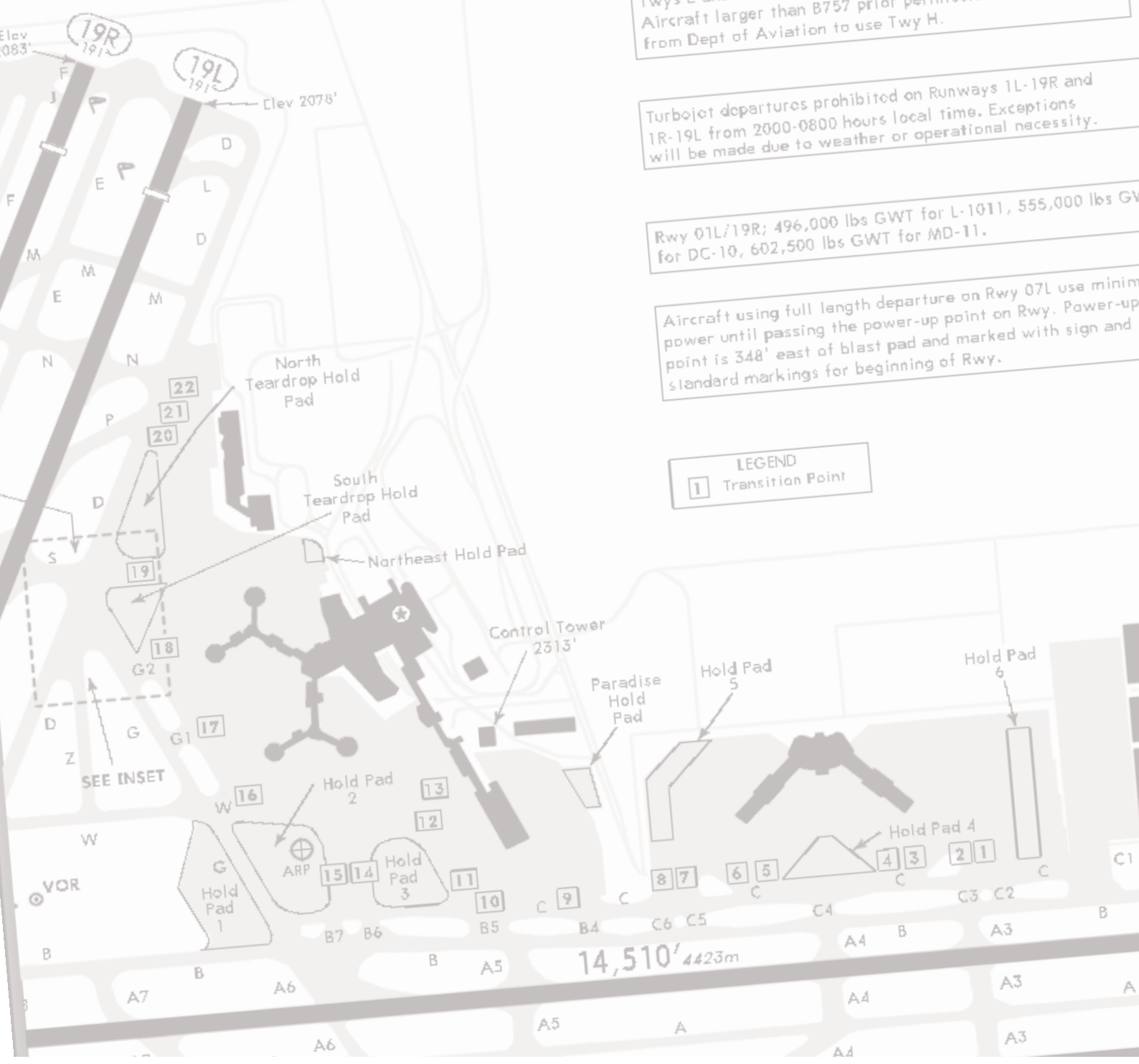

Three, DU-1080 LCD configuration: Full flight deck integration of the primary flight displays (PFD) and multifunction displays (MFD). This standard configuration offers the same operational and growth capabilities as today's advanced aircraft.

Four, DU-1080 LCD configuration: Full flight deck integration featuring two PFDs and MFDs. Offers increased redundancy and enhanced pilot situational awareness.

RPORT

115 08

Ground
of Rwy 1R-19L | West of Rwy 1R-19L
121.1 | 121.9

Ramp Control
R} | West | East
South | 124.4 | 127.9
25.9

115-09

Elev | 19R
083' | 19/2

19L
19/2

Elev 2078'

Twys E and F limited to MD-11 aircraft or smaller.
Aircraft larger than B757 prior permission required
from Dept of Aviation to use Twy H.

Turbojet departures prohibited on Runways 1L-19R and
1R-19L from 2000-0800 hours local time. Exceptions
will be made due to weather or operational necessity.

Rwy 01L/19R; 496,000 lbs GWT for L-1011, 555,000 lbs GW
for DC-10, 602,500 lbs GWT for MD-11.

Aircraft using full length departure on Rwy 07L use minim
power until passing the power-up point on Rwy. Power-up
point is 348' east of blast pad and marked with sign and
standard markings for beginning of Rwy.

LEGEND
1 Transition Point

North
Teardrop Hold
Pad

South
Teardrop Hold
Pad

Northeast Hold Pad

Control Tower
2313'

Paradise
Hold
Pad

Hold Pad
5

Hold Pad
6

SEE INSET

Hold Pad
2

Hold Pad 4

Hold
Pad
3

ARP

Hold
Pad
1

VOR

14,510' 4423m

SYSTEM FEATURES

8"x10" liquid crystal displays

Honeywell's DU-1080 liquid crystal display unit offers crisp, clear, full-color AMLCD electronic flight instrument displays with excellent contrast ratios that are easy to read—even in bright sunlight. The DU-1080's patented back lighting and AngleView™ display technology allow for exceptionally wide, all-angle viewing.

Primus® 880 weather radar system

The Primus 880 system is a fully attitude-stabilized radar that displays weather in four intensity levels (green, yellow, red and magenta). With its unique high-power output and short pulse-width transmission as well as Honeywell's patented REACT mode, the full-color Primus 880 weather radar combines traditional precipitation displays with the advantage of Doppler detection of even small areas of turbulence.
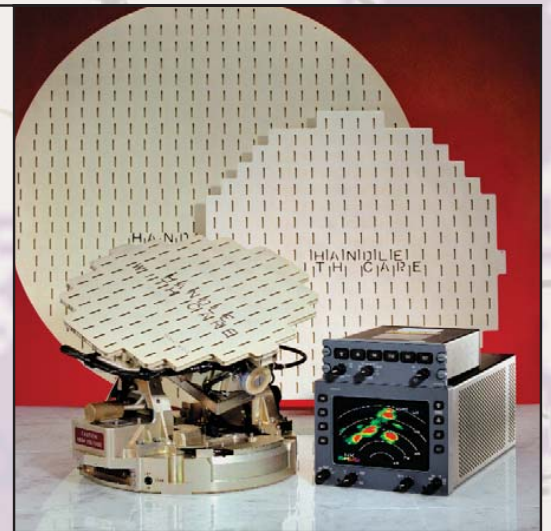
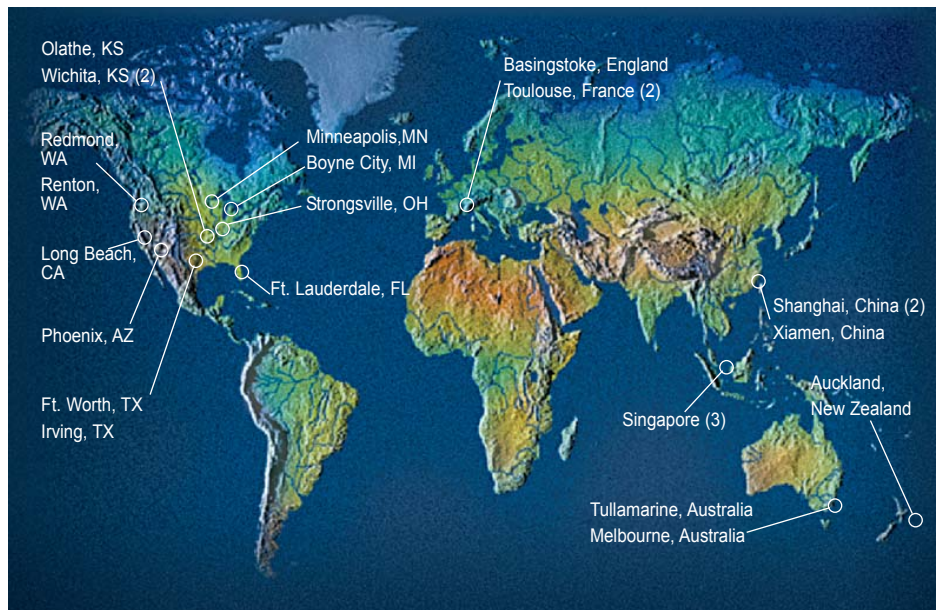

IC-1080 integrated avionics computer

A derivative of the Primus 1000/2000 system, the IC-1080 integrated avionics computer is designed to meet the needs of the vast retrofit aircraft system interfaces. Scalable analog input/output functions provide the flexibility for growth, while the optional internal NZ-2000 based flight management system further increases system reliability and capability. The IC-1080 allows internal integration with the NZ-2000 flight management system including integrated GPS or with external ARINC 429 GAMMAs. Radio integration is achieved with a Honeywell, ARINC 429 or CSDB bus.

Options to round out your aircraft

Honeywell offers many options that you can choose from to upgrade your flight deck:

- FMZ-2000/CD-820 Flight management system (optional integrated GPS)

- CAS 67/66 Traffic collision avoidance system (TCAS)

- Mark V/VII/VIII Enhanced ground proximity warning system (EGPWS)

- Reduced vertical separation minimum (RVSM) compatible air data computers (AZ-252/AZ-960/AZ-800/810)

- LASEREF family of inertial reference systems

- Primus II integrated radio system

- Primus 880/660/440 weather radar system

- LSZ-860 lightning sensor system (LSS)

- MCS-7000 Aero I and Aero H+ satellite communications system (SATCOM), or Iridium-based Airsat 1 satellite communications system

- AIS-1000 / 2000 satellite TV system

- GNSSU Global Positioning System (GPS)

- DL-950 data loader

Olathe, KS
Wichita, KS (2)
Redmond, WA
Renton, WA
Minneapolis, MN
Boyne City, MI
Strongsville, OH
Long Beach, CA
Phoenix, AZ
Ft. Lauderdale, FL
Ft. Worth, TX
Irving, TX
Basingstoke, England
Toulouse, France (2)
Shanghai, China (2)
Xiamen, China
Auckland, New Zealand
Singapore (3)
Tullamarine, Australia
Melbourne, Australia

Global customer support

Honeywell's avionics are based on proven technology providing exceptionally high reliability and simplified maintenance.

To help ensure optimal operation conditions, Honeywell provides comprehensive installation consultation and support tailored to the unique needs of each operator. Additionally, our product support services include regularly scheduled maintenance and pilot training courses and support documentation.

When service is needed, our customer engineers and service centers are strategically located around the world to provide efficient, responsive support. Honeywell remains unsurpassed in the scope and variety of services, which range from SPEX exchange of line replaceable units to personalized service contracts designed to fit the resources and circumstances of every operation regardless of size or business nature.

How to find out more

Contact your local Honeywell authorized sales and service center to find out more about pricing today.
U.S. Toll Free: 877.484.2979
E-mail: CDSRSolutions@honeywell.com

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