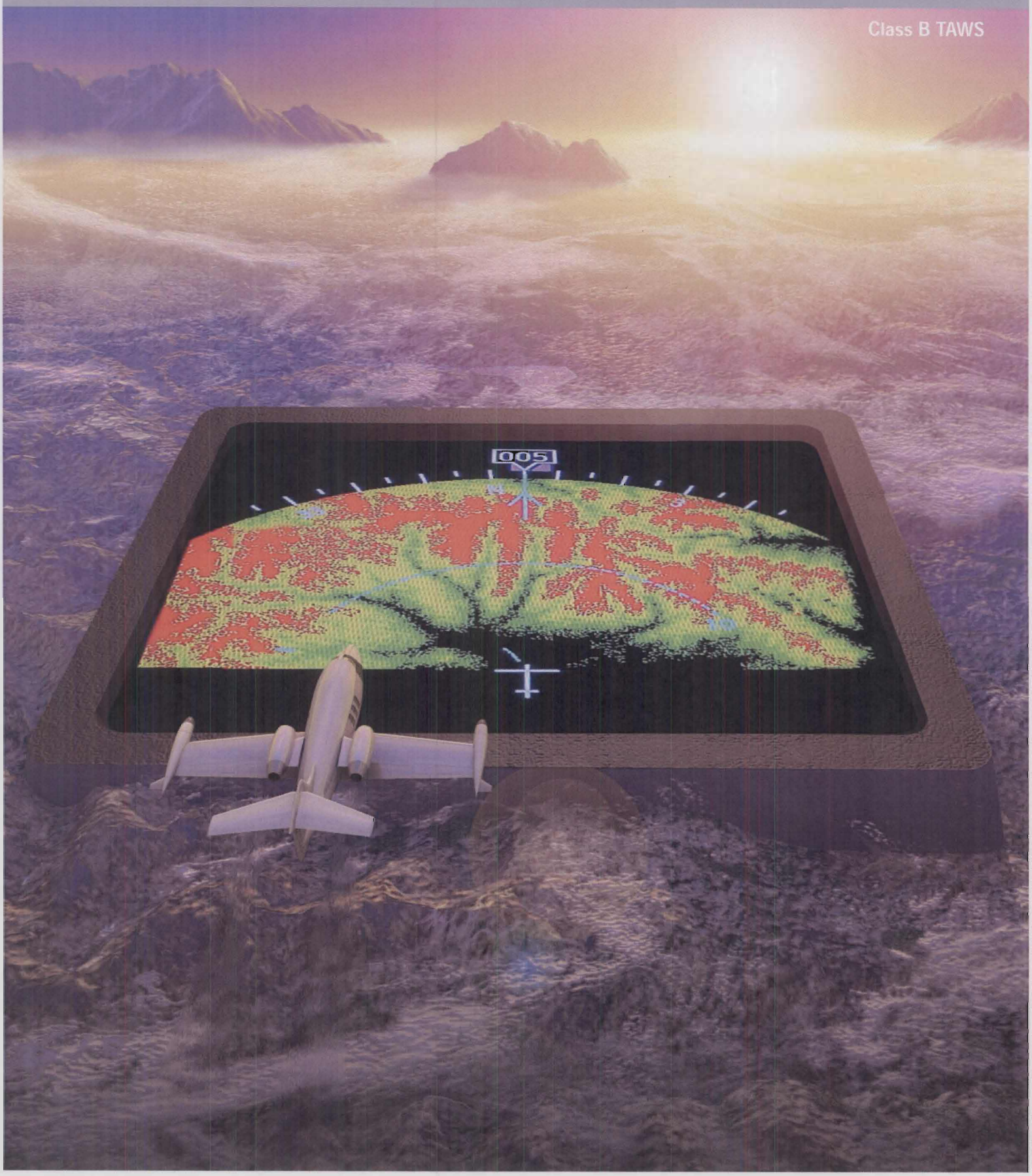
L3 communications
Avionics Systems

LANDMARK™

Class B TAWS



LANDMARK-8100

WAAS-GPS Accurate - 320 Mile Range - Easily Integrated

Introducing the LandMark Model 8100

LandMark is the first stand-alone Class B TAWS to offer an optional WAAS-GPS sensor. With this accurate positioning information, the LandMark 8100 model powered with WAAS-GPS eliminates the need for multiple inputs from other aircraft sensors - simplifying the installation process. Just add your compatible display and you have everything needed to complete the installation. By operating autonomously, the LandMark 8100 provides the highest integrity terrain data without complicated GPS, ADC or temperature inputs. Add to that its 320 mile range and you have one of the most comprehensive and affordable Class B systems on the market. Whether depicting terrain on an MFD, EFIS or Radar Indicator, the LandMark TAWS Model 8100 easily integrates with existing cockpits.

L-3 Avionics Systems has teamed with Jeppesen to provide pilots with the highest quality databases for accurately depicting the terrain, runways, and man-made obstacles surrounding their aircraft. Both LandMark 8000 and 8100 models feature an easily updatable terrain database flash card that is verified by L-3 using cutting edge simulator technology.

LandMark Model 8100 Features:

- WAAS-GPS powered for simplified installations- completely eliminating other required sensor inputs
- 320 mile range* - 900 knot speed performance
- Distinct symbology for runways, obstacles and terrain
- Display interfaces for MFD, Radar & EFIS
- 11 color gradations for crisp, easy to interpret imaging
- Small, lightweight design for business and GA aircraft
- Compact flash database card for easy updating

* Terrain range is display dependent

DISPLAY OPTIONS

EFIS - RADAR - MFD

Although Class B TAWS systems do not require a display, the LandMark TAWS 8100 and 8000 models have wide varieties of display interface options. Both systems display a continuous, color, birds-eye view of the terrain, obstacles and runways surrounding the aircraft on any of the following compatible displays:

- **ARINC 453 EFIS**
- **Multi-Function Displays**
- **ARINC 453 radar indicators**
- **Radar indicators via the L-3 RGC350**

Compatible RADAR Indicator

Collins Pro Line IV

Collins Pro Line II

Multi-Function Displays*
L-3 i-linc™ MFD
UPSAT MX-20
Garmin AT MX-20

Radar Indicators (compatible ARINC 453)*		
Allied/Signal Bendix/King	IN-182A IN-182AVP IN-812A	IN-842A IN-842AVP IN-862A IN-862AVP

EFIS (compatible ARINC 453)*	
Bendix/King	40/50
Collins	PLII-EFIS 84/85/86
Collins	Pro Line IV
Collins	Pro Line 21
Collins	FDS-2000

Collins Pro Line 21

Display options when using RGC350*	
Collins	
Weather Radar Indicators	**Radar Model**
IND-220 622-5940-XXX	WXR-220
IND-270 622-5941-XXX	WXR-270
IND-300 622-4331-XXX	WXR-300
IND-270A 822-0416-001	WXR-270A

Honeywell/Sperry/RCA		
Weather Radar Indicators		**Radar Model**
DI-2008	MI-585277-2 MI-585277-3 (both w/MOD strike 3)	PRIMUS 200
DI-4001	MI-585201-1 (w/MOD strike 9)	PRIMUS 400
DI-2007	MI-585277-4 (w/MOD strike 3)	PRIMUS 300SL
DI-4002	MI-585343-1 (w/MOD strike 3)	PRIMUS 400SL
WI-800	MI-585351-2 MI-585351-3	PRIMUS 800
WX-660	MI-585351-2 MI-585351-3	PRIMUS 660
DI-5001	MI-585301-1 MI-585301-2 MI-585301-3 (all w/MOD strike 3)	

Bendix King		
Weather Radar Indicators		**Radar Model**
IN-182A(VP)	066-03084-0032 066-03084-0033	RDR2000, RDS-82(VP)
IN-182A	066-03084-0002 066-03084-0003	RDS-82
IN-812A	066-03114-0000 066-03114-0001	RDS-81
IN-842A(VP)	066-03085-0010 066-03085-0011 066-03085-0030 066-03085-0031	RDS-84 (VP)
IN-862A	066-03086-0000 066-03086-0001	RDS-86
IN-862A(VP)	066-03086-0010 066-03086-0011 066-03086-0030 066-03086-0031	RDS-86 (VP)
IN-842A	066-03085-0000 066-03085-0001	RDS-84

* Call your L-3 sales or service representative for an updated list of current and pending display interfaces

LANDMARK-8000

Multiple Display Options - 4X Resolution - Economical

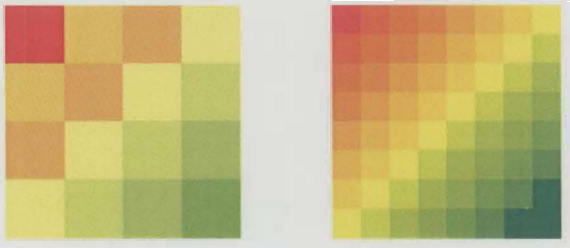
LandMark Model 8000 - The Original TAWS

The LandMark model 8000 is one of the most cost effective ways to add TAWS to existing EFIS, MFD or Radar Indicators. Designed with late model or upgraded cockpits in mind, the LandMark 8000 utilizes compatible ADC and GPS inputs to provide accurate terrain data on your aircraft's existing display. As one of the most affordable Class B TAWS, the LandMark 8000 economically satisfies the FAA mandate for turbine-powered aircraft. Both LandMark 8000 and 8100 models have been tested to 900 kts, assuring reliable performance in any class B jet or turbo-prop.

With four times the resolution of other Class B TAWS, both the LandMark 8000 and 8100 models provide an accurate lay of the land with crisper imaging, distinct runway & obstacle depictions and enhanced alerting capabilities. Improving upon earlier Ground Proximity Warning Systems (GPWS) technologies, the LandMark systems add features such as look-ahead capabilities, longer warning times, landing configuration operability, and greater situational awareness via an optional terrain display.

LandMark Model 8000 Features:

- Display interfaces for MFD, radar & EFIS
- 900 knot speed performance for any aircraft
- Enhanced altitude depictions with 11 color gradations for crisp, easy to interpret imaging
- Compatible with most existing GPS
- Altitude call-out and selectable aural alert phrases
- Installer-selected panel indicator lights & switches
- Includes all FAA TAWS B mandated alerting modes



Typical terrain depiction (left) versus the LandMark TAWS 4X high resolution display (right).

RGC350

Radar Graphics Computer

Interfacing with the most popular radar indicators from Bendix/King, Collins and Honeywell/Sperry/RCA, the RGC350 lets you add L-3's LandMark TAWS to your radar's existing capabilities. In addition, SkyWatch®, SkyWatch® HP, or TCAS I traffic avoidance information along with the L-3 Stormscope® (WX-1000E 429 EFIS or WX-500) lightning detection data - can be added as overlays on your radar's precipitation returns or configured as dedicated screens. Anyway it's packaged, the RGC350 turns your radar into a true multi-function display.

THE KEY TO TERRAIN

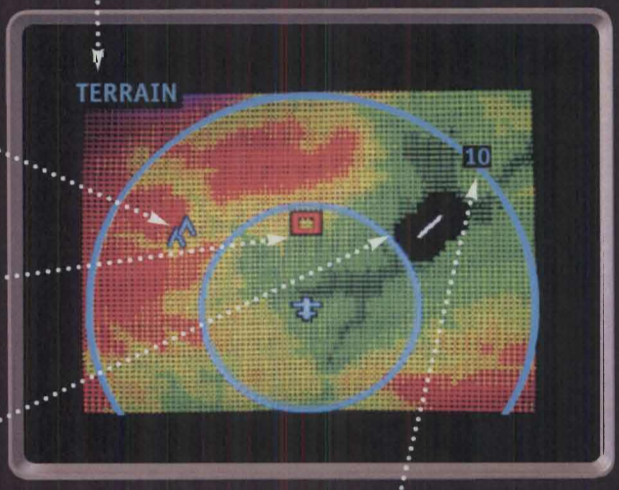
LandMark Display Symbology

Display Mode Designation
Depending on display utilized, this can be a dedicated terrain page or overlay on MFD or EFIS

Land Based Obstacle
Displays obstacles when within 2,000 ft during descent or level flight and within 750 ft during ascent

Potential Impact Point
Depicts point at which aircraft will impact terrain unless projected flight path is altered

Airport Runway
Published runways with a length of 2,000 ft and greater and their relative compass heading depicted



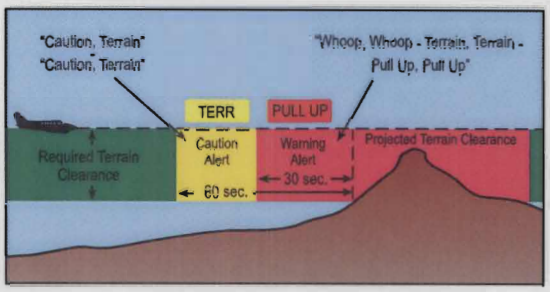
Terrain depicted on compatible radar indicator

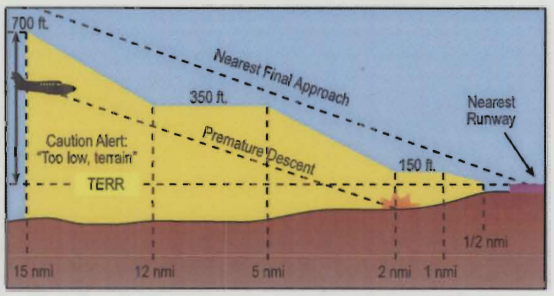
Display Range
Expressed in nautical miles (nmi) - Varies depending on display utilized (320 nmi max.)

ALERTING MODES

The LandMark Class B Terrain Awareness and Warning System incorporates five basic types of alerting modes to provide critical information in a timely manner. They include **Forward Looking Terrain Avoidance (FLTA), Premature Descent, and GPWS Modes 1, 3 and 6.** Although separate in their functionality, together these alert modes provide you with comprehensive and accurate situational awareness to guide you safely to your destination.

Forward Looking Terrain Avoidance (FLTA) ►
FLTA includes warnings for Reduced Required Terrain Clearance and Imminent Terrain Impact (ITI) which occur when the aircraft is above (or below for ITI) the altitude of the upcoming terrain along the projected flight path, but the projected terrain clearance is less than the required terrain clearance.

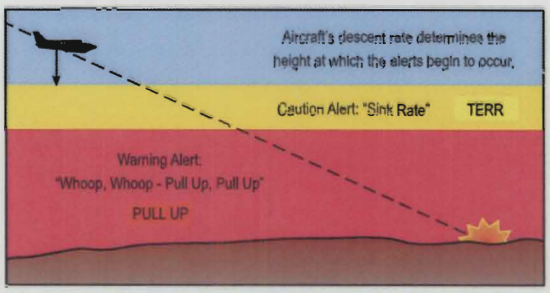




◄ **The Premature Descent** alert occurs when the aircraft is significantly below the normal final approach flight path to the nearest runway.

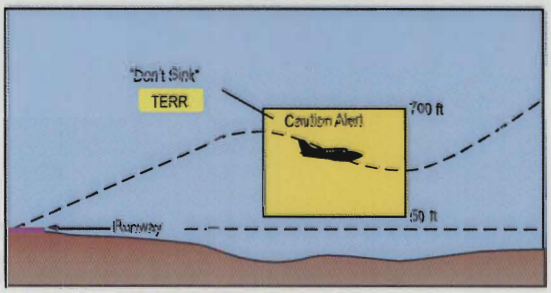
GPWS Alert Modes:

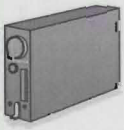
Excessive Descent Rate alert condition occurs when the aircraft is descending too fast for the current height above terrain. ►



Descending To 500 Feet call-out occurs when descending within 500 ft of the terrain during enroute mode or when descending within 500 ft of the nearest runway threshold elevation during terminal or approach mode (not pictured).

Negative Climb Rate (or Altitude Loss After Takeoff) alert occurs after takeoff or missed approach after the aircraft reaches 50 ft above the runway, but before reaching 700 ft above the runway. ►






Specifications	LandMark 8100 Processor	LandMark 8000 Processor	WAAS-GPS Antenna	WAAS-GPS Sensor
Weight:	3.40 lbs (1.54 kg)	3.35 lbs (1.52 kg)	0.5 lbs (0.2 kg)	1.2 lbs (0.54 kg)
Electrical:	18-32V dc - 20 W max	18-32V dc - 20 W max	Voltage +5 V dc (GPS Sensor)	+14 or +28 V dc
Dimensions:	7 x 2.25 x 9 in. (17.78 x 5.72 x 22.86 cm)	7 x 2.25 x 9 in. (17.78 x 5.72 x 22.86 cm)	4.7 x 3 x .6 in. (11.94 x 7.62 x 1.52 cm)	6.5 x 4.13 x 1.6 in. (16.51 x 10.49 x 4.06 cm)
Environmental Characteristics:	-55° / +70°C - 55,000 ft.	-55° / +70°C - 55,000 ft.	-55° / +70°C - 55,000 ft.	-55° / +70°C - 50,000 ft.

Certifications/Standards: TSO-C151a Class B (Model 8000) TSO-C151b Class B (Model 8100) Software: DO-178B, Level C Environmental: DO-160D

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