



A-VIATOR (AP68TP-600) STANDARD EQUIPMENT LIST

V13.04.16

IMPORTANT NOTE: this document is a general description of the aircraft equipment only. It is not a technical document and is to be used only for the purpose of generally describing the aircraft standard equipment. Vulcanair S.p.A. reserves its right to change the aircraft equipment at any time without any notice.

POWERPLANT AND PROPELLER

Engines:

Two Turbine Rolls Royce Model 250 B17/C, flat rated at 328 shp each.

Propeller:

Hartzell, Three Blade, Constant Speed Fully Reversible Propellers, Two
Propeller Spinners, Two
Hydraulic Propeller Governor, LH
Hydraulic Propeller Governor, RH

FLIGHT INSTRUMENTS AND INDICATORS

Magnetic Compass (Illuminated)

Stand-by Altimeter , 3 inch

Stand-by Airspeed Indicator, 3 inch

Stand-by Electric Attitude Indicator, one, 3 inch, with internal back up battery

Heated Pitot System, two

Chronometer, one

ELT switch remote controller

COCKPIT, FLIGHT AND GROUND CONTROLS

Dual primary Flight Controls

Landing gear, retractable electrohydraulic

Engine Control Pedestal mounted with adjustable friction

Flight Trim Controls:

Rudder: Mechanic wheel on Pedestal with Indicator

Stabilator: Mechanic wheel on Pedestal with Indicator

Aileron: Mechanic wheel with Indicator

Stabilator: Electric switch on control Wheel

Heavy Duty Brake System:

Pilot Toe Brake Cylinders

Co-pilot Toe Brake Cylinders

Parking Brake

Stall Warning System:

Stall Warning Horn
Heated Stall Detector

Main Wheels 6.50-8 8 Ply Good Year Tyre and Tubes, Two

Nose wheel 6.00-6 8 Ply Good Year Tyre and Tubes

Flap Position Electric Control

Retractable landing gear control lever

Emergency gear extension system control lever

Mic Button on Control Wheel

Microphone with Headset

Mic /Phone Jacks, ten

Automatic Emergency Locator Transmitter ELT , ELT 406 MHZ

Dimmer Light

Radio Light

Lighted Instruments

ELECTRICAL SYSTEMS

The electrical system consists of a 28 Volt DC power supply.

The system is powered by two 28 V, 150 A starter/generators and a 24 V lead battery with a 29 Ah capacity.

Power to all electrical equipment is supplied through three independent buses, two connected to the generators and the third to the battery circuit.

External Power Supply Receptacle

Static Discharge Wicks

FUEL SYSTEM

The supply is divided in two separate and independent systems with cross feed capability. These are six interconnected tanks: four located in the wings with 386 lt (102 USG) total capacity and two, contained in the engine nacelles, with a 38 lt (10 USG) capacity. Total fuel capacity is 840 Litres (222 gallons USG).

The engines are gravity-fed with the help of two electro-pumps. Two additional electro-pumps are installed as a back-up.

Permanent Electric Pump, Two

Auxiliary Electric Pump, Two

Individual Fuel Tank Quick Drains

Fuel Strainers

Fuel Filters

LIGHTING SYSTEMS

EXTERIOR LIGHTING:

Navigation Light

Recognition Lights Wing Tip, Two

Strobe Lights-Comet Flash Wing Tip, Two

Strobe Light Tail

Taxi Light (mounted on landing gear)

Landing Light (mounted on landing gear)

INTERIOR LIGHTING:

Map Light

Under-wing Courtesy Light (LH)

Cabin Reading Lights

Internally Lighted Switches

CABIN COMFORT SYSTEM

Cabin heating system

Cabin Fresh Air Vent with Ventilation Fan

Pilot/Co-Pilot Cabin Fresh Air Distribution Vents, Two

Pilot door (on LH side of fuselage)

Co-Pilot Door (on RC side of fuselage)

Main Cabin Door (on LH side of fuselage)

Rear Door Cargo/Passenger (on RH side of fuselage)

Soundproofing and Heat Insulation (in strategic locations in between the fuselage and the interior panels)

EXTERNAL FEATURES

Standard paint scheme overall white with one stripe

Full Chemical Corrosion Protection

Tow Bar

Tie-Down Rings, Three

Jack Pads

Control Surface Lock Kit (Tail + Aileron)

Locks with Keys Cabin and Baggage Doors, Two

COCKPIT AND CABIN APPOINTMENTS

Speaker

Luggage Compartment

Pilot and Co-Pilot Seats reclining fore/aft and vertical adj.

Passenger Seats , Eight

Seat Belts, as required for each seat.

Wall to Wall Carpeting

Pilot and Co-pilot Storm Windows

Sunvisors, Two

24 Volt, 5 Amp Auxiliary Power Sockets, (Three)

Map Pockets, Two

Emergency Torch

First Aid Kit

Manual Fire Extinguisher

Pitot Tube Cover

Fuel Stick Gauge

PRODUCT SUPPORT DOCUMENTS

Flight Manual

Parts Catalogue

Maintenance Manual

Vulcanair Limited Warranty



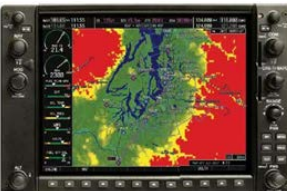
OEM Manufactures Limited Warranty





Aircraft Log Book




Engine Log Book, Two

Certificate of Airworthiness or equivalent if applicable

NEW GENERATION STANDARD AVIONICS PACKAGE AND COCKPIT
Increasing internal and external visibility and situational awareness.

Function	Q.ty	Proposed system
Auto Pilot 	01	<p>S-TEC 2100 The S-Tec 2100 is a roll and pitch autopilot system with an integrated yaw damper/trim function for the control on horizontal plane.. Main technical characteristics are: Heading select, VOR/LOC front and back course intercept and tracking. Control Wheel Steering; Altitude Hold with Altitude Trim Dual Mode - HDG/NAV or HDG/APR VOR/LOC/GS/REV/GPS Coupling with 3 Gain Levels VOR/LOC/GS/REV/GPS Course Deviation and NAV Flag Warning Vertical Speed Command in precise 100' increments Pitch Trim Annunciation GPSS Roll Steering Mode</p>
DISPLAY 	02	<p>GDU 1040 The GDU 1040 provides a central display and user interface for the G950 Integrated Cockpit System. The display is mounted flush to the aircraft instrument panel and is configured as Primary Flight Display (PFD). One is available to pilot, the second to co-pilot</p> <p>Function flight instruments</p> <ul style="list-style-type: none"> <input type="checkbox"/> Display of attitude (pitch and roll), rate of turn, slip/skid, heading, airspeed, altitude, and vertical speed information (PFD) <input type="checkbox"/> Display of engine and airframe instrumentation (MFD) <p>Function navigation instruments</p> <ul style="list-style-type: none"> <input type="checkbox"/> Display of position and ground speed <input type="checkbox"/> Display of stored navigation and map databases <input type="checkbox"/> Control and display of the HSI, Selected Heading and Selected Course (PFD) <input type="checkbox"/> Area navigation functions using the determined position/velocity and stored navigation data <input type="checkbox"/> Approach navigation functions and associated databases <p>Interfaces</p> <ul style="list-style-type: none"> <input type="checkbox"/> Interfacing with the GIA 63W Integrated Avionics Unit (IAU) and other GDU 1040 <input type="checkbox"/> Control and display of dual communications transceivers operating in the 118.00 to 136.975 MHz range in 8.33 kHz or 25 kHz frequency spacing <input type="checkbox"/> Control and display of dual VOR/ILS receivers tuning from 108.00 to 117.95 MHz in 50 kHz increments <input type="checkbox"/> Control and display of transponder(s) GTX 33, GDU 1040.
DISPLAY 	01	<p>GDU 1500 The GDU 1500 provides a central display and user interface for the G950 Integrated Cockpit System. The display is mounted flush to the aircraft instrument panel and is configured as Multifunction Display (MFD)</p>

	01	<p>GCU 475 The GCU 475 is the primary means of inputting information for flight planning. It provides alphanumeric, softkey and flight planning function keys used to interface with the G950 system. It interfaces the GDU1500 and GDU1040 PFD through a RS232 serial link.</p>
<p>COM/NAV</p> 	02	<p>GIA 63W The GIA 63W is a microprocessor-based input/output Line Replaceable Unit (LRU) configured through the GDU 1040. The GIA 63W contains the following sub-assemblies:</p> <ul style="list-style-type: none"> <input type="checkbox"/> A main processor that interfaces with all LRUs in the G950 sub-system. <input type="checkbox"/> A fifteen channel parallel WAAS certified GPS receiver that simultaneously tracks and uses up to 15 satellites. <input type="checkbox"/> A VHF COM transceiver that provides tuning from 118.00 to 136.975 MHz in 25 kHz or 8.33 kHz spacing for 760 or 3040 channel configuration respectively. <input type="checkbox"/> A VOR/ILS localizer receiver that provides tuning from 108.00 to 117.95 MHz in 50 kHz increments. <input type="checkbox"/> An ILS glideslope receiver that provides tuning from 328.6 to 335.4 MHz as paired with the frequency tuned on the VOR/ILS localizer receiver
<p>AHRS</p> 	2	<p>GRS 77 AHRS The Garmin GRS 77 AHRS (Attitude and Heading Reference System) and GMU 44 Magnetometer are remote mounted devices that provide flight attitude and heading data for flight instrumentation. With information available and valid from all sensors, or without the GPS, the GRS 77 AHRS provides valid attitude, angular rate and acceleration information to the GIA 63W Integrated Avionics and the GDU 1040 Primary Flight Display. An Attitude and Heading Reference System combines the functions of a Vertical Gyro and a Directional Gyro to provide measurement of Roll, Pitch and Heading angles. Using long-life solid-state sensing technology, the GRS 77 AHRS and GMU 44 Magnetometer combine 3-axis angular rate, linear acceleration and magnetic field measurements to create an electronically stabilized AHRS.</p> <p>The GRS 77 provides the following information in ARINC 429 format:</p> <ul style="list-style-type: none"> <input type="checkbox"/> Aircraft heading, pitch and roll <input type="checkbox"/> Aircraft yaw, pitch and roll rates <input type="checkbox"/> Aircraft body-axis accelerations <input type="checkbox"/> Rates of change of heading, pitch and roll <input type="checkbox"/> Aircraft accelerations expressed in a local level frame of reference <p>The GMU 44 magnetometer provides magnetic information to support the function of the GRS 77.</p>
	02	<p>GEA 71 The GEA 71 is a micro-processor based input/output Line Replaceable Unit (LRU) used to monitor sensor inputs and drive annunciator outputs for aircraft airframe and engine systems. The GEA 71 interfaces with various sensors on the aircraft and communicates airframe and engine information via RS-485 digital interface to GIA 63W Integrated Avionics Units or IAUs. The GIA 63Ws then interface with the 2 GDU 1040 Primary Flight Display (PFDs) and , through the HSDB between PFD and MFD, the MFD shows engine instrumentation while the PFD normally shows airframe alerts provided by the GEA 71. Engine/airframe instrumentation is also displayed on the PFD and/or MFD while the system is in reversionary mode. The PFD and MFD displays serve as the user interface for the GEA 71. All configuration settings are controlled via software settings accessed by the MFD and PFD displays.</p>
	02	<p>GDC 74A</p>

		<p>The Garmin GDC 74A Air Data Computer is a remote mounted device that provides air data for flight instrumentation. The system measures aircraft static and impact pressure information from pressure transducers and raw air temperature from an outside temperature probe. Using the raw data from the appropriate sensors, the unit computes pressure altitude, vertical speed, airspeed values, air temperature information and density altitude. Aircraft specific configuration parameters are stored in an external configuration module to make the GDC 74A a Line Replaceable Unit (LRU). The system provides pitot-static and temperature derived air data to the GIA 63W Integrated</p>
<p>AUDIO PANEL</p> 	<p>02</p>	<p>GMA 1347</p>
<p>TRANSPONDER</p> 	<p>01</p>	<p>GTX 33 The Garmin GTX 33 rack mounted Mode S Transponder is a radio transmitter and receiver that operates on radar frequencies, receiving ground radar or TCAS interrogations at 1030 MHz and transmitting a coded response of pulses to ground-based radar on a frequency of 1090 MHz. The GTX 33 is equipped with IDENT capability that activates the Special Position Identification (SPI) pulse for 18 seconds. The GTX 33 replies to Mode A, Mode C and Mode S interrogation. Mode A replies consist of framing pulses and any one of 4,096 codes, which differ in the position and number of pulses transmitted. ModeC replies include framing pulses and encoded altitude. Ground stations can interrogate Mode S Transponders individually using a 24-bit ICAO Mode S address, which is unique to the particular aircraft. In addition, ground stations may interrogate a GTX 33 for its Transponder data capability and the aircraft's Flight ID, which is the registration number or other call sign. The unit features an altitude monitor and TIS traffic advisories. A voice or tone audio output announces altitude and traffic alerts. The GDU 1040 Primary Flight Display screen displays the code, reply symbol and mode of operation, depending on equipment connections and configuration selection.</p>



PICTURE FOR INFO ONLY INCLUDES SOME OPTIONAL EQUIPMENT

END OF DOCUMENT
