



## Cessna 180 Glass Cockpit Primary Flight Display with Engines Option

In the basic manufacturer's configuration, the Cessna 180 uses traditional analog primary flight instruments. With an FAA-approved modification, this aircraft can be retrofitted with integrated cockpit display systems (ICDS). Primary and multi-function flight displays present flight data on a single display—reducing the clutter of conventional cockpit designs, as well as increasing efficiency of operations and improving flight safety.

The SAGEM Primary Flight Display (PFD) provides all the flight information necessary to operate the aircraft in VFR and IFR flight conditions, including attitude, altitude, airspeed, and compass data. Optional interfaces to existing or new systems allow display of engine information and/or navigation data such as GPS, VOR, LOC, ILS, and Marker Beacon signals.

The modification ensures that flight-critical information is presented to the pilot via the PFD, while providing conventional instruments as back-ups for reversionary failure mode and verification of reliable primary data. (*See sample architecture on reverse.*)

Integration of the SAGEM ICDS-8 PFD System on the C-180 aircraft was accomplished with an integrating partner who is expert in Cessna aircraft. This avionics and airframe partnership produced another quality Sagem product fulfilling the requirements of a modern glass cockpit.

If you are interested in extending this STC to your aircraft, and/or partnering with Sagem Avionics or Spencer Aircraft to install or retrofit aircraft with SAGEM ICDS solutions, call toll-free at 1.800.585.8106.

### Specifications

#### ICDS PFD with Engines Option

##### ICDS-8 Primary Flight Display

Flat-panel Active Matrix Liquid Crystal Display (AMLCD); 6.55" H x 9.75" W x 2.8" D (16.3-cm H x 24.7-cm W x 7.1-cm D), 3.9 lb (1.77 kg), 8.4" (21.3-cm) diagonal viewing area; TSOs: C113, C47, C44b, C43c Class IIIa, C2d Type C, C8d Type C, C10b Type II; RTCA DO-160D Change 1, 2, & 3; DO-178B Level B; Environmental Qualification: [F1]BAB[RG]XXXXXXZ[A]B[A]A[B]ZYM[XXE3]XXA

##### PFD35 Air and Navigation Data Acquisition Unit

TSOs: C113, C2d Type B, C8d Type B, C10b Type II; RTCA DO-160D Change 1, 2, & 3; DO-178B Level B; Environmental Qualification: [F2]BAB[RG]XXXXXXZ[A]B[A]A[B]ZYL[XXE2]XXA

##### EMM-35H Engine Monitoring Module

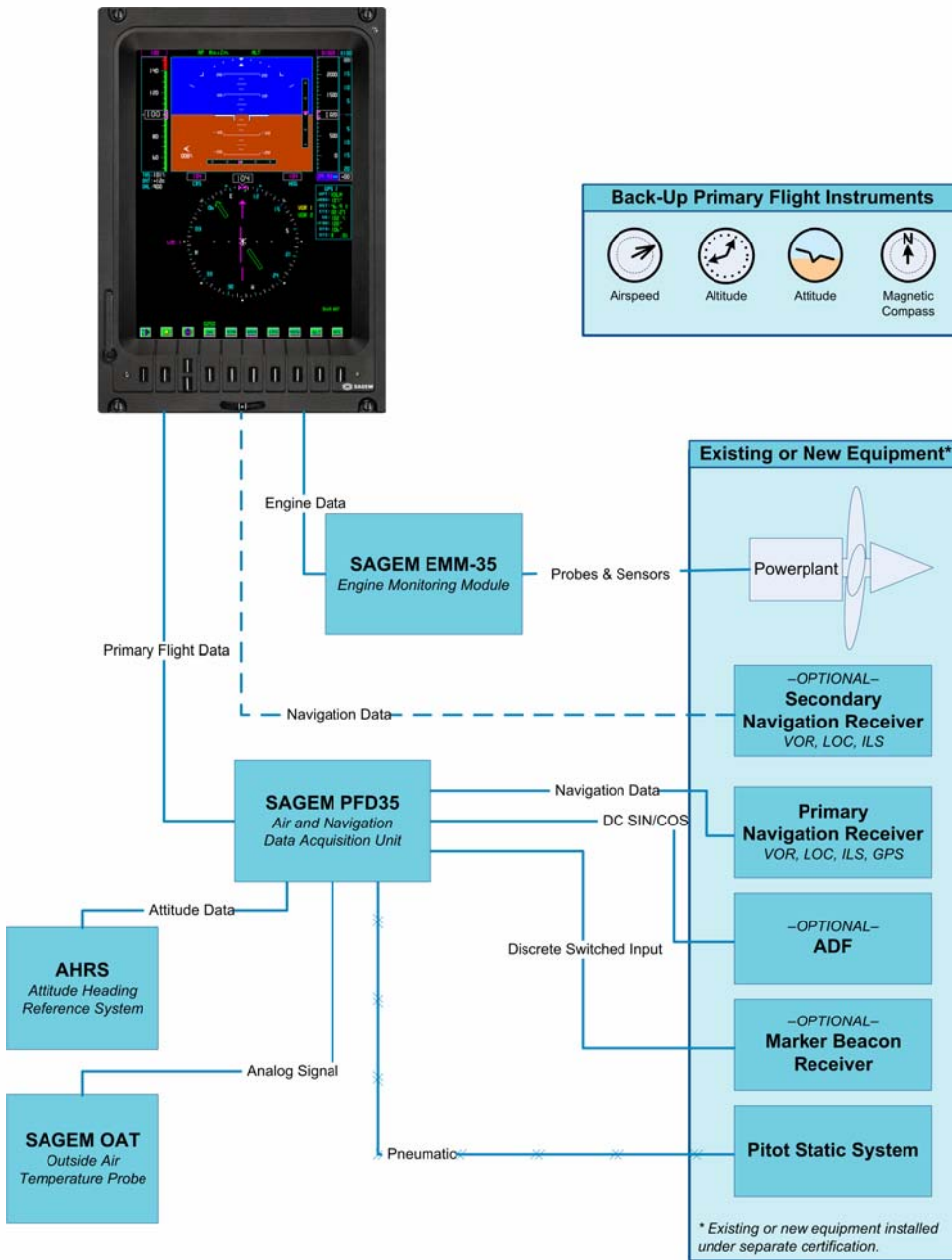
TSOs: C113, C47, C44b, C43c Class IIIa; RTCA DO-160D Change 1, 2, & 3; DO-178B Level B; Prior installation under STC SA 02165AK; Environmental Qualification: [C1]BAB[RG]XXXXXXZ[A]B[A]A[B]ZTL[XXE3]XXA

##### AHRS Sensor

TSOs: C4c, C6d; DO-160D; Environmental Qualification: C4BBB[(SM)(U)XWXXXXZBABCWAM3G33XAA



Sample Architecture



Before – With Steam Gauges



After – Glass Cockpit



Options

- ▶ **Multi-function displays for:**
  - Full-screen engine monitoring
  - Moving map
  - Terrain awareness
  - Video presentation
- ▶ **Remote control knobs**
- ▶ **DataLink Wx presentations**
- ▶ **Satellite communication devices**

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