

CAPABILITY MATRIX
Business jets and regional aircraft

In today's ever-changing environment, keeping your platform current is critical to improving operational efficiency. We offer a wide range of cost-effective upgrades that significantly improve reliability, functionality and operational performance. We apply our engineering expertise to develop solutions that align with your operational objectives and extend the life cycle of your platform.

Product type	Part number	Service bulletin or kit number	Solution
329B-8Y	792-6357	010-5044-001	Engineering-developed preventive maintenance plan that greatly increases reliability (MTBUR), maximizes the life and minimizes the life cycle costs of this electromechanical device. Improves reliability by as much as 50% and is backed by a 3-year full-unit warranty.
332-C10	622-0555	010-5043-00X	Engineering-developed preventive maintenance plan that greatly increases reliability (MTBUR), maximizes the life and minimizes the life cycle costs of this electromechanical device. Improves reliability by as much as 50% and is backed by a 3-year full-unit warranty.
AFD-5220	822-1577	SB 501/506	Converts product to AFD-5220E (822-1917-XXX) for IFIS integration. Enables Moving Map, Geographical charts and XM Weather.
AFD-5220	822-1577	SB 504	Converts product to new dash number enabling XM Weather display.
AFD-5220	822-1577	SB 512	Converts units to AFD-5220E, CPN 822-1917-306 for CL-300. Provides increased situational awareness, Next Gen. airspace capability, integrated V_speeds, LPV, RNP Apch 0.3, IFIS V7.0, TCAS II, ADS-B out, and options for multi-scan weather radar, SVS, TAWS, FANS, Link 2000, XM Canadian and Puerto Rican weather.
AFD-5220E	822-1917	SB 512	Converts units to 822-1917-306 for CL-300. Provides increased situational awareness, Next Gen. airspace capability, integrated V_speeds, LPV, RNP Apch 0.3, IFIS V7.0, TCAS II, ADS-B out, and options for multi-scan weather radar, SVS, TAWS, FANS, Link 2000, XM Canadian and Puerto Rican weather.
Airshow 4000	925000-100	See BRS Airshow 4000 Version 2 sales bulletin BRS-110132	Upgrades Airshow 4000 units with new Version 2 software. This modification adds the following operational benefits: <ul style="list-style-type: none"> • New map package that provides greatly improved detail, color and coverage • Innovative new 3D time and flight status displays • Realistic day/night views on all 3D maps • New "head-up" display option that offers a pilot's eye view of the flight
BDI-36	622-3702	010-5041-00X	Engineering-developed preventive maintenance plan that greatly increases reliability (MTBUR), maximizes the life and minimizes the life cycle costs of this electromechanical device. Improves reliability by as much as 50% and is backed by a 3-year full-unit warranty.

CDU-4100	822-0021	SB 501	Converts 822-0021-102/202 to 822-0448-104/204. Improves reliability by replacing keypad with long-throw switches with newer technology keypad with snap dome switches.
DBU-4001	622-9679	SB 501 See BRS Marketing bulletin (2014-098M)	Converts portable dataloader, DBU-4001, (CPN 622-9679-XXX) to PDL-4001 (CPN 822-3158-XXX). This modification updates the dataload media capability from floppy disks to flash drives.
DCP-5020	822-1561-001	SB 501	Converts units to 822-1561-101 for CL-300. Provides increased situational awareness, Next Gen. airspace capability, integrated V_speeds, LPV, RNP Apch 0.3, IFIS V7.0, TCAS II, ADS-B out, and options for multi-scan weather radar, SVS, TAWS, FANS, Link 2000, XM Canadian and Puerto Rican weather.
DCU-5000	822-1578-005	SB 512	Converts units to 822-1578-006 for CL-300. Provides increased situational awareness, Next Gen. airspace capability, integrated V_speeds, LPV, RNP Apch 0.3, IFIS V7.0, TCAS II, ADS-B out, and options for multi-scan weather radar, SVS, TAWS, FANS, Link 2000, XM Canadian and Puerto Rican weather.
FCC-4000	622-9815	SB 508	SB 508 converts product to new dash number (-904), adding the following benefits: <ul style="list-style-type: none"> • Reduced pitch activity • Reduced engine take-off angle guidance • Reduced unnecessary V bar movement during altitude capture • Improved actuator reliability • Improved altitude preselect capture
FCC-4000	622-9815	SB 515	Converts product to new dash number (-037), improving glideslope tracking stability when approaching Munich Runway 26R. Additionally, the vertical mode selection change is not possible if the FMS and the pilot select different vertical modes within a 100 millisecond window. This modification allows units to have access to full-roll gains during FMS approach conditions and reduces the likelihood of inadvertent back course localizer captures.
FGC-3002	822-1592-426	SB 519	Converts units to 822-1592-526 for CL-300. Provides increased situational awareness, Next Gen. airspace capability, integrated V_speeds, LPV, RNP Apch 0.3, IFIS V7.0, TCAS II, ADS-B out, and options for multi-scan weather radar, SVS, TAWS, FANS, Link 2000, XM Canadian and Puerto Rican weather.
GPS-4000A	822-1377	SB 504 See BRS sales bulletin BRS-110109	Converts GPS-4000A (CPN 822-1377-001) to GPS-4000S (CPN 822-2189-010), adding navigation augmented by Satellite-Based Augmentation System (SBAS) as well as S/A=Off capabilities. This modification adds the following operational benefits: <ul style="list-style-type: none"> • Increases accessibility to preferred airspace, primary and alternate airports through improved RNP accuracy, integrity and availability of navigation data; thereby reducing airline operational cost • Streamlines preflight preparation for U.S. RNAV routes by removing requirement to conduct predictive RAIM availability along the intended route • Positions operators utilizing Rockwell Collins Flight Management Systems (FMS) to take advantage of Localizer Performance with Vertical guidance (LPV) approach capabilities upon upgrade of FMS options • Improves stability of ground speed output while aircraft is stationary • Complies to future ADS-B output mandate

<p>Integrated Flight Information System</p> <ul style="list-style-type: none"> • AFD-5220(E) • AFD-3010(E) • IOC-3100 • FMC-3000 • CDU-3000 	<p>See IFIS sales bulletins</p>	<p>See IFIS sales bulletins: BRS-110107: Hawker 800XP Premier 1 BRS-110108: Pro Line 21 King Air B200/350 BRS-110110: Bombardier Challenger 300 BRS-110113: Pro Line 21 Piaggio P180</p>	<p>Rockwell Collins' Integrated Flight Information System (IFIS) sets the industry standard for flight crew situational awareness and enhanced safety.</p> <p>IFIS provides:</p> <ul style="list-style-type: none"> • Electronic charts for approach plates, airport diagrams, NOTAM's and procedures, such as standard instrument departures (SIDs) and standard terminal arrival routes (STARs) • Strategic weather information is available from XM Weather (broadcast) or Universal Weather (Data Link) services • Enhanced navigation maps that include geopolitical features, restricted and controlled airspace, and high and low altitude airways <p>Adding onboard IFIS capabilities requires the addition of new hardware as well as updating of existing products (i.e. AFD, IOC, FMC, CDU) via service bulletin</p>
<p>Lateral Precision with Vertical Guidance</p> <ul style="list-style-type: none"> • IOC-XXXX • FMC-XXXX • OCM-XXXX 	<p>See LPV sales bulletins</p>	<p>See BRS LPV sales bulletins: BRS-110117: Beechjet 400A-XP BRS-110130: Challenger 300 BRS-110114: Challenger 604 BRS-110128: Challenger 605 BRS-110118: Falcon 2000-2000EX BRS-110133: Falcon 50-50EX BRS-110116: Hawker 800XP BRS-110125: King Air 2011-090M: G-150 2011-092M: G-200</p>	<p>Increases flexibility to land more places, more often by accessing lower LPV Decision Altitudes on RNAV approaches. LPV minimums as low as 200 feet with 1/2 mile of visibility are now published on RNAV approach charts - the flight deck operations is very similar to Category 1 ILS approaches.</p> <p>Currently, there are over 1,600 LPV approaches published in the US. The FAA plans to add more than 300 approaches per year, with the total number of LPV approaches potentially reaching 4,000 runway ends. Additionally, Nav Canada has plans to establish approximately 140 LPV approaches.</p> <p>LPV system upgrades typically require service bulletin installations to the FMC and IOC modules as well as the addition of a new OCM module. A WAAS capable GPS (i.e. GPS-4000S) is required for LPV operations. This upgrade is typically achieved either via service bulletin upgrade (for GPS-4000A users) or trade-in (for GPS-4000 users).</p>
<p>Lateral Precision With Vertical Guidance/FMS 4.2 for CRJ-200</p> <ul style="list-style-type: none"> • FMC-XXXX • EDU-766/776 • IOC-XXXX 	<p>TBD</p>	<p>TBD</p>	<p>WAAS/LPV for the CRJ-200. Increases flexibility to land more places, more often by accessing lower LPV Decision Altitudes on RNAV approaches. LPV minimums as low as 200 feet with 1/2 mile of visibility are now published on RNAV approach charts and the flight deck operations is very similar to Category 1 ILS approaches.</p> <p>There are currently over 1,600 LPV approaches published in the US. The FAA has plans to add more than 300 approaches per year, with the total number of LPV approaches potentially reaching 4,000 runway ends. Additionally, Nav Canada has plans to establish approximately 140 LPV approaches.</p> <p>LPV system upgrades typically require service bulletin installations to the FMC and IOC modules as well as the addition of a new OCM module. Additionally, a WAAS capable GPS (i.e. GPS-4000S) is required for LPV operations. This upgrade is typically achieved either via service bulletin upgrade (for GPS-4000A users) or trade-in (for GPS-4000 users).</p>

RDC-5000	822-1581	SB 501	Converts units to 822-1581-002 for CL-300. Provides increased situational awareness, Next Gen. airspace capability, integrated V_speeds, LPV, RNP Apch 0.3, IFIS V7.0, TCAS II, ADS-B out, and options for multi-scan weather radar, SVS, TAWS, FANS, Link 2000, XM Canadian and Puerto Rican weather.
RIU-4000	822-1469	SB 513	Converts units to 822-1469-651 for CL-300. Provides increased situational awareness, Next Gen. airspace capability, integrated V_speeds, LPV, RNP Apch 0.3, IFIS V7.0, TCAS II, ADS-B out, and options for multi-scan weather radar, SVS, TAWS, FANS, Link 2000, XM Canadian and Puerto Rican weather.
RMI-36	622-2506	010-5042-00X	Engineering-developed preventive maintenance plan that greatly increases reliability (MTBUR), maximizes the life and minimizes the life cycle costs of this electromechanical device. Improves reliability by as much as 50% and is backed by a 3-year full-unit warranty.
RTA-8XX	822-1050-004 622-9301-004 622-9302-004	SB F See BRS sales bulletin BRS-110104	SB or Exchange program adds: <ul style="list-style-type: none"> • Turbulence detection functionality to older radar • Advanced Doppler-based weather and turbulence detection PAC warns of possible precipitation that may be attenuated due to intervening precipitation, leading to improved reliability and a smoother, safer flight.
SAT-906 w/ HPA-901	System	See BRS SATCOM SwiftBroadband sales bulletin BRS-110079	Adds SwiftBroadband capabilities by: <ul style="list-style-type: none"> • replacing HPA-901 with HPA-901B • adding software update to SAT-906 • adding HST-2110B LRU • adding HCM-2100B LRU The higher rates provided by SwiftBroadband create the ability to access email and internet services in the aircraft while maintaining voice/fax channels.
SAT-906 w/ HPA-901A and HST-900, 2100, 2110 or 2120	System	See BRS SATCOM SwiftBroadband sales bulletin BRS-110079	Adds SwiftBroadband capabilities by: <ul style="list-style-type: none"> • updating HPA-901A with HPA-901B (hardware) • adding software update to SAT-906 • updating HST-21XX to HST-2110B (software) • adding HCM-2100B LRU The higher rates provided by SwiftBroadband create the ability to access email and internet services in the aircraft while maintaining voice/fax channels.
SAT-6100	System	See BRS SATCOM SwiftBroadband sales bulletin BRS-110079	Adds SwiftBroadband capabilities by: <ul style="list-style-type: none"> • updating SRT-2100 with new HPA (hardware) • adding HST-2110B • adding HCM-2100B LRU The higher rates provided by SwiftBroadband create the ability to access email and internet services in the aircraft while maintaining voice/fax channels.
SAT-6100 w/ HPA-901A and HST-900, 2110 or 2120	System	See BRS SATCOM SwiftBroadband sales bulletin BRS-110079	Adds SwiftBroadband capabilities by: <ul style="list-style-type: none"> • updating SAT-2100 with new HPA (hardware) • adding HST-2110B to HST-2110B (software) • adding HCM-2100B LRU The higher rates provided by SwiftBroadband create the ability to access email and internet services in the aircraft while maintaining voice/fax channels.

SDU-906	822-0314	See BRS SATCOM SwiftBroadband sales bulletin BRS-110079	<p>SB 31: Upgrades the SATCOM receiver for future growth to Swift 64 high speed data capability</p> <p>SB 501: Converts product to SDU-906 (822-0314-150) facilitating single channel Swift 64 high speed data transfer rates</p> <p>SB 504: Converts product to SDU-906 (822-0314-151) facilitating dual channel Swift 64 high speed data transfer rates</p> <p>SB 506: Converts product to SDU-906 (822-0314-150) facilitating high Swift 64 speed data transfer rates in conjunction with the HSD-128 (manufactured by EMS) commonly used in military aircraft</p>
TDR-94/TDR-94D	622-9352 622-9210	SB 501 See BRS special pricing bulletin BRS-110102	<p>This service bulletin updates the TDR-94/94D to be compliant with European requirements for Elementary and Enhanced Surveillance for SSR Mode S operation. Includes the capability for the transponder to process aircraft Flight Identification inputs and support expanded ground station Surveillance Identifier (SI) codes.</p> <p>Other updates included:</p> <ul style="list-style-type: none"> • TDR data output bus label 200, Gillham altitude, is changed such that the data is always Gillham formatted • Labels 275 and 276, the 24-bit ICAO address, are added to the TDR data output bus • TCAS Sensitivity Level Command (SLC) is restricted to Uplink Formats (UF) with Designator Identification (DI) fields with either a 1 or a 7 • When utilizing Gillham comparison of altitude from ARINC 429 control inputs and Gillham inputs, the altitude is no longer used when the ARINC control input is lost
XMWR-1000	822-2031	SB 502	Converts units to 822-2031-003 for CL-300. Provides increased situational awareness, Next Gen. airspace capability, integrated V_speeds, LPV, RNP Apch 0.3, IFIS V7.0, TCAS II, ADS-B out, and options for multi-scan weather radar, SVS, TAWS, FANS, Link 2000, XM Canadian and Puerto Rican weather.

Building trust every day.

Rockwell Collins delivers smart communication and aviation electronic solutions to customers worldwide. Backed by a global network of service and support, we stand committed to putting technology and practical innovation to work for you whenever and wherever you need us. In this way, working together, we build trust. Every day.

For more information on our solutions, contact your trusted Rockwell Collins Dealer or your preferred Rockwell Collins Service Center location.

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