

Synthetic Vision–Primary Flight Display (SV–PFD)

Global Customer Support

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**Exclusively by Honeywell
for Gulfstream PlaneView®
Advanced Cockpits**

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EXPERIENCE THE VISION.

Gulfstream's Synthetic Vision-Primary Flight Display (SV-PFD) is based on Honeywell's Integrated Primary Flight Display (IPFD™) and available on aircraft equipped with the PlaneView advanced cockpit.

SV-PFD is a revolutionary safety feature that synthesizes key flight information from multiple cockpit displays and presents it to the pilot in one comprehensive, easy-to-understand picture.



A Better View Leads to Better Decisions

Gulfstream SV-PFD, based on the Honeywell Integrated Primary Flight Display (IPFD) technology is a synthetic vision system built on the reliable foundation of Honeywell's Enhanced Ground Proximity Warning System (EGPWS) and its terrain database. The fusion of the EGPWS database with Honeywell's advanced Head Up Display (HUD) symbology displayed on the Gulfstream PlaneView Primary Flight Display provides pilots an ambient, natural and continuous view into their flight path, terrain, and navigational environment, without changing the way the pilot uses the Primary Flight Display.

SV-PFD for the PlaneView Advanced Cockpit is designed as a tactical decision-making tool. It helps the pilot make necessary short-term decisions needed during flight. It complements Honeywell's proprietary Interactive Navigation (INAV) display that enables on-screen graphical flight planning and is a key feature of the PlaneView Advanced Cockpit. It is a strategic tool allowing the pilot to plan far in advance of events in the flight plan.

SV-PFD benefits flight crews by providing key information to back up several decision links in the accident chain leading to a new level of safety. It is a tactical ground proximity tool, which improves the flight crew's decision-making process, significantly reducing the likelihood for a Controlled Flight Into Terrain (CFIT) accident.

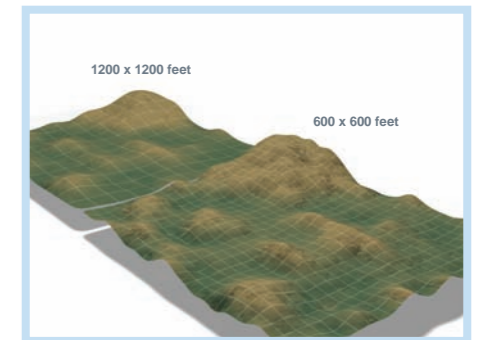
Because SV-PFD is easily interpreted, it provides an increased margin of safety that balances crew workload, so they can remain focused to the four critical tasks – aviate, navigate, communicate and manage systems.



SV-PFD views



Terrain resolution



Why SV-PFD?

Seamless integration of terrain with the advanced display symbology makes the SV-PFD the most advanced synthetic vision product in business aviation today. Now FAA certified, the core design of SV-PFD is based on Honeywell's IPFD which has been developed through a rigorous human centered design process, logging more than 1000 hours of flight simulator testing and over 600 hours of flight testing on Honeywell aircraft under the most demanding conditions.

Terrain data is derived from the Honeywell EGPWS database which has a flight record of 800+ million hours of proven operation on commercial, business jets and helicopters and is credited with 30

CFIT saves. The EGPWS database is continuously updated and undergoes thorough and strict validation and configuration controls. Honeywell is the first and only terrain database provider to receive a Letter of Authorization (LOA) from the Federal Aviation Administration (FAA) that certifies terrain database integrity.

Features and Benefits

SV-PFD is a revolutionary product that increases safety and situational awareness.

- Performance-based HUD symbology helps the pilot understand intuitively where the aircraft is going and making energy-management of the airplane natural; the symbology is the same as on the Gulfstream Planeview HUD making transition in and out of the cockpit an intuitive task

- Obstacle data improves the pilot's situational awareness in critical flight phases
- Runway highlight and extended runway centerline (bread crumbs) help the pilot locate and navigate towards the runway
- Advanced unusual attitude declutter takes the terrain away when the aircraft is in an unusual attitude, allowing the pilot to concentrate on the task of returning to steady and level flight
- Displays a natural 3-D rendering of terrain with unparalleled resolution with a 600 ft. by 600 ft. grid, providing a view that pilots normally see only on a clear day
- Helps pilots avert "pre-mature descent" class of accidents that may occur as a result of miscommunication between the crew and ATC