

With the addition of the proven S-TEC autopilot product line, Innovative Aerosystems is further strengthening its flight deck modernization portfolio. Integrating S-TEC capabilities in-house allows IA to deliver a more streamlined path to enhanced aircraft performance, lower pilot workload, and sustained platform relevance over the long term.

## S-TEC 3100 AUTOPILOT

### DIGITAL ATTITUDE BASED AUTOPILOT

Unlike traditional legacy autopilots that rely on roll information from a turn coordinator, and pitch information from a pressure transducer, the 3100 makes precise corrections based on very accurate internal digital AHRS data.

### COMPATABILITY

The 3100 autopilot is a 3-Axis (2-Axis available on some models) Digital Flight Control System (DFCS), with standard Automatic Pitch Trim. Whether you have advanced glass EFIS displays or the traditional 6-pack steam gauges, the 3100 supports a wide variety of cockpit setups. An AHRS is built into the 3100 and is utilized to drive the precise movements of the servos in aircraft lacking a digital EFIS display.

### STRAIGHT AND LEVEL RECOVERY

The 3100's Straight and Level button (LVL), delivers fast and simple automatic recovery to level flight from an unusual attitude no matter what the visibility. Once engaged, LVL instantaneously overrides previous autopilot inputs to safely return and hold your aircraft at a neutral attitude while you get things sorted out.

### ENVELOPE PROTECTION AND ALERTING\*

The 3100 DFCS helps minimize the chance of entering into an inadvertent stall, unusual attitude, over-speeds or excessive banking situation caused by aggressive autopilot inputs through automatic pitch corrections and visual/ aural alerts for pilot situation awareness.

\*Additional equipment may be required in some configurations

### ENROUTE GPS NAV

When paired to an approved GPS and EFIS, the 3100 can follow the step down enroute vertical guidance from the GPS. This feature is particularly useful when following Standard Terminal Arrival Routes (STARs).

### FEATURES

- Flight Director
- Lateral and Vertical navigation functions including LPV, HDG, GPSS, VOR LOC, GS, ALT, GPS LNAV, GPS VNAV
- Vertical navigation targets set on the bezel or compatible EFIS
- Altitude Preselect\*\* and Hold with Autotrim
- Vertical Speed Control (VS)
- Indicated Airspeed Control (IAS)\*\*
- Under Speed and Over Speed Warnings\*\*
- Roll Envelope Exceedance Warning
- Course Intercept capability HDG/NAV and HDG/APR
- Automatic Trim
- Voice Annunciations
- Single Button Straight & Level (LVL)
- Enroute GPS Vertical Navigation (VNAV)\*\*

\*\*Additional equipment may be required in some configurations

### DIMENSIONS

- Width: 6.25" (159mm)
- Height: 1.45" (37mm)
- Depth: 9" (229mm)

### WEIGHT

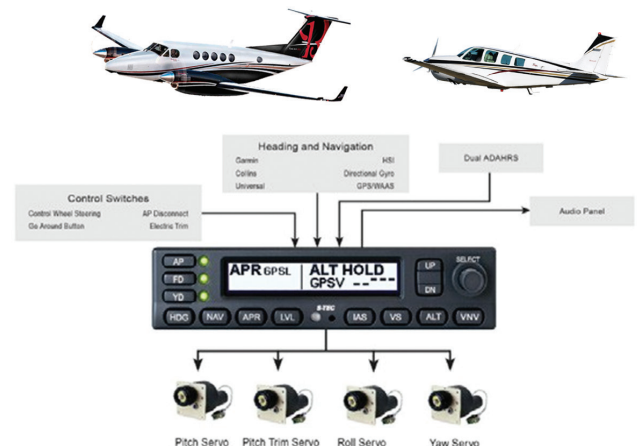
- 2.6 lbs (1.18 kg) (Autopilot only)

### HARDWARE

- RTCA DO-160G to meet TSO-C198

### SOFTWARE

- RTCA DO-178C Level A



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## S-TEC 5000 AUTOPILOT

### DIGITAL ATTITUDE BASED AUTOPILOT

Unlike traditional legacy autopilots that rely on roll information from a turn coordinator, and pitch information from a pressure transducer, the S-TEC 5000 makes precise corrections based on very accurate internal digital AHRS data.



### COMPATABILITY

The S-TEC 5000 is a 3-Axis Digital Flight Control System (DFCS), with standard Automatic Pitch Trim. Whether you have advanced glass EFIS displays or the traditional 6-pack steam gauges, the S-TEC 5000 supports a wide variety of cockpit setups. An AHRS is built into the S-TEC 5000 and is utilized to drive the precise movements of the servos in aircraft lacking a digital EFIS display.

### OBSOLESCENCE UPGRADE

The S-TEC 5000 provides an economical option to upgrade older obsolete Part 23 and Part 25 autopilots with improved in-flight performance from modern digital avionics. The S-TEC 5000 design is based on Genesys' S-TEC autopilot legacy experience, with 1000's of autopilots installed and in operation.

### NEXTGEN AIRSPACE OPERATIONS

The S-TEC 5000 was designed with modern airspace operations in mind. Today's aircraft operate in crowded airspaces and need to take advantage of the requirements of modern airspace navigation and approach procedures for improved operations. The S-TEC 5000 meets the requirements of RVSM operations and able to operate using WAAS GPS Satellite Navigation and Approaches and RNP procedures in addition to traditional legacy navigation and approach procedures and equipment.

### FEATURES

- Altitude Preselect & Hold w/Autotrim
- Digital Vertical Speed Command
- Yaw Damper and Turn Coordination
- Course Intercept Capability
- HDG to NAV Intercept - HDG/NAV & HDG/APR
- VOR/LOC/GS/REV/GPS Course
- Flight Director
- Pitch Steering
- Control Wheel Steering
- GPS Steering (GPSS)
- Envelope Protection and Alerting

\*Compatible EFIS and GPS equipment required

- Vertical Navigation (VNV)\*
- Heading Control
- Vertical Speed Control (VS)
- Indicated Airspeed Control (IAS)
- Autopilot Mode Annunciations
- Voice Annunciations
- All Axis Trim Control
- Straight and Level Recovery (LVL)
- Go Around (GA) and Take-off Go Around (TOGA)
- Half Bank
- RVSM Compatible



### DIMENSIONS

Width: 6.25" (159mm)  
 Height: 1.45" (37mm)  
 Depth: 9" (229mm)

### WEIGHT

2.6 lbs (1.18 kg) (Autopilot only)

### HARDWARE

RTCA DO-160G to meet TSO-C198

### SOFTWARE

RTCA DO-178C Level A

