



EASy IV

NEW GENERATION AVIONICS SUITE FOR THE FALCON 6X,
FALCON 7X AND FALCON 8X.

 **Honeywell**



RETROFIT SOLUTION ONLY



The fourth generation of the acclaimed EASy flight deck adds even more capability:

- Streamlined aircraft operations
- Enhanced situational awareness
- Improved operational safety

This upgrade in capability also enhances aircraft value retention.

link to Honeywell



link to EASy IV video



For more information on EASy IV, contact your
Customer Service Manager (CSM) or Field Technical Representative (FTR)
EASyIV@dassault-aviation.com

To order, contact your MRO or ASC Representative

FLY SMARTER WITH EASy IV

Enhanced processing power, improved graphics and useful new features make navigation in the air and at busy airports easier. You operate with more confidence, with information you need in order to fly more safely.



STREAMLINED AIRCRAFT OPERATIONS

- Enhanced graphical flight planning
- Advanced Datalink communications
- RNP AR Approaches
- Engine-out auto-throttle (A/T)
- Enhanced Jeppesen Charts



ENHANCED SITUATIONAL AWARENESS ON GROUND AND IN FLIGHT

- New 2D and 3D Airport Moving Map (AMM)
- ADS-B IN with airborne and surface traffic
- SiriusXM® weather (SXM)



IMPROVED OPERATIONAL SAFETY

- Improved Take-Off and Landing Data (TOLD) performance computations
- Runway Overrun Awareness and Alerting System (ROAAS)

GLOSSARY

ADS-B: Automatic Dependent Surveillance – Broadcast

AMM: Airport Moving Maps

ATC: Air Traffic Control

CDTI or ADS-B IN: Cockpit Display of Traffic Information also named ADS-B IN

-**AIRB:** Airborne traffic

-**SURF:** Surface traffic

-**VSA:** Visual Separation on Approach (Traffic graphical interaction)

CMF: Communication Management Function

CPDLC: Controller-Pilot DataLink Communications

INAV: Integrated Navigation

IPFD: Integrated Primary Flight Display

LDTA: Landing Distance at Time of Arrival

NG FMS: Next Generation Flight Management Systems

RNP: Required Navigation Performance

ROAAS: Runway Overrun Awareness and Alerting System

TOLD: Take-Off and Landing Data

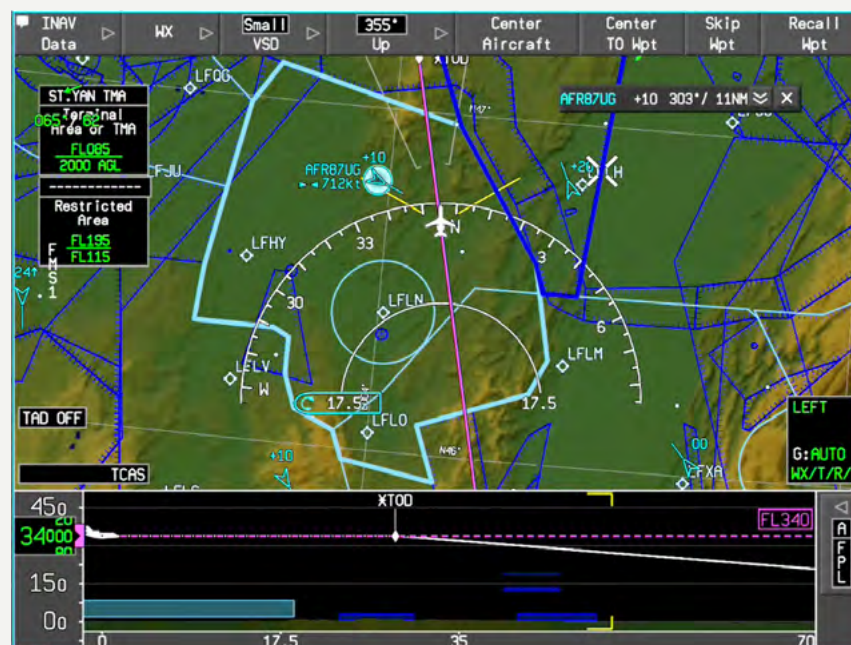
VNAV/LNAV: Vertical Navigation / Lateral Navigation

VSD: Vertical Situation Display

New SVS



NG FMS – New graphical flight planning interface



VIVID Display & New Generation of SVS, INAV & VSD:

Combined with new Vivid Display, which improves the graphics on the existing display units (DU-1310s), EASy IV introduces a new generation of the SVS image on the IPFD (SVS3.0), with an enhanced INAV map and an interactive Vertical Situation Display.

The upgrade includes improved terrain resolution and contrast, new context-sensitive and interactive information layers, improved declutter logic, as well as new graphical flight planning options.

Benefits:

- Better depiction of airspace restrictions and vertical constraints.
- Pilot workload reduced in complex airspace, thanks to multiple graphical interaction.
- Sharper displays for enhanced readability in all light conditions.



STREAMLINED AIRCRAFT OPERATIONS

A SUITE OF NEW FUNCTIONALITIES THAT SIMPLIFY COCKPIT OPERATIONS

EASY IV Graphical Datalink

The screenshot displays the EASY IV Graphical Datalink interface. It features several sections: a 'Logon/Status' section with a 'Logon' button and fields for 'Logon to:', 'Active Center: ABCD', and 'Next Center:'. Below this are 'Transmit' and 'Disconnect' buttons. A 'FANS 1/A' section shows 'ATN B1' and 'ADS-C'. The 'Flt ID:' is 'F9SITS', 'Orig:' is 'LFMN', and 'Dest:' is 'LFMS'. The 'ATC Log' section shows 'ATC Center: ABCD' and '1 / 5'. It lists two ATIS messages: 'ABCD at 1430z Request climb to FL3..' and 'ABCD at 1425z Proceed back on route Wilco', followed by 'ABCD at 1420z Proceed back on route Unable'. There are 'Clear Log' and 'Print Log' buttons. The 'ATC Request' section has a 'Request' button, 'Altitude' set to '00000 Ft', and options for 'Cruise Climb' and 'Block Altitude'. It also includes checkboxes for 'Due To Weather', 'Due To Performance', 'At Pilots Discretion', and 'Maintain Own Separation/VMC'. 'Clear Page' and 'Verify' buttons are at the bottom.

Advanced Navigation and Datalink communications:

Combining the most advanced versions of Honeywell's NextGen FMS and Communication Management Function (CMF 3.4), EASy IV FMS introduces key improvements which help Falcon operators make the most of the latest Air Traffic developments worldwide.

Benefits:

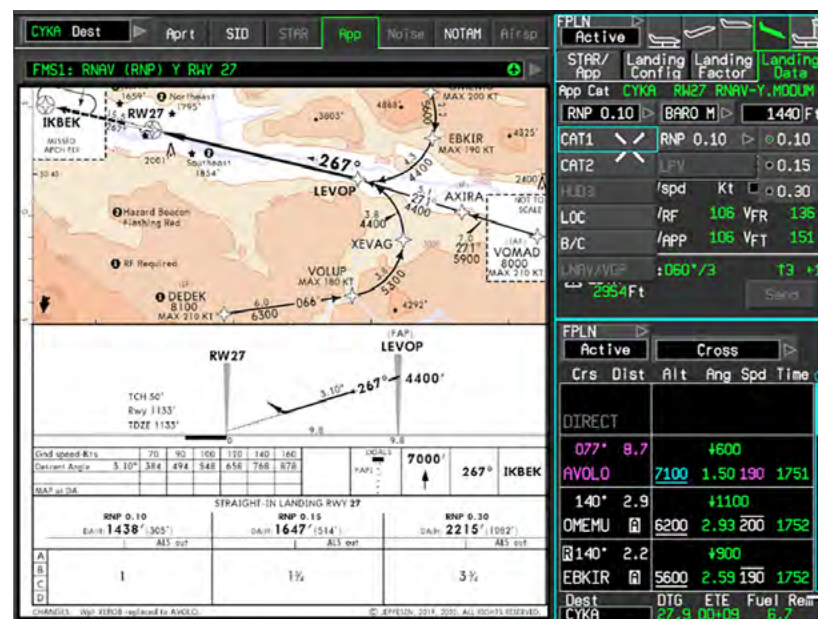
- Navigation capabilities
 - RNP AR approach capability for greater airport access.
 - Redesigned VNAV and improved LNAV over EASy II.
- Datalink communications
 - Enhanced datalink interface for seamless data communications by phase of flight.
 - Broader compliance with the various datalink standards (CPDLC and more largely AFIS) and operational requirements implemented worldwide.
- Reduced cockpit crew workload.



RNP AR approach



RNP AR approach



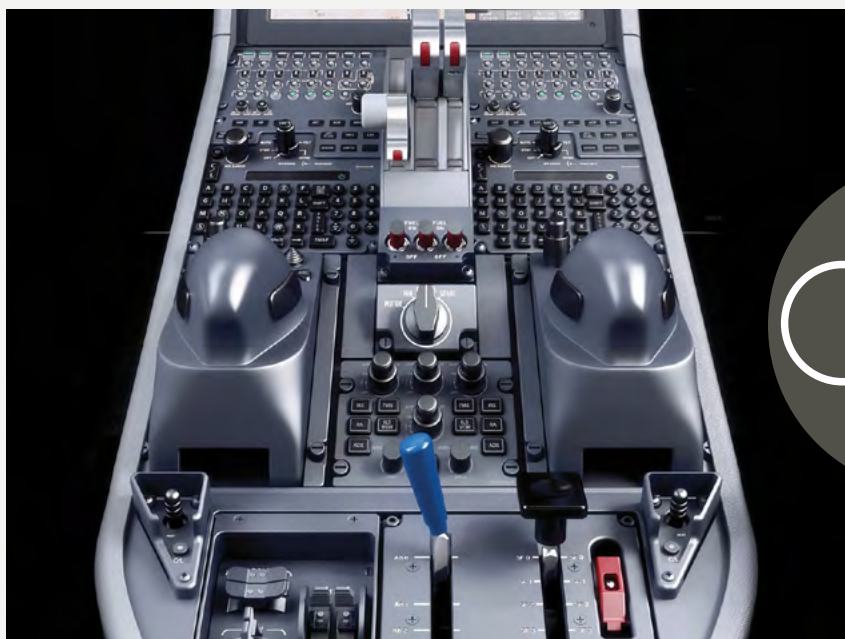
RNP AR Approaches:

EASy IV includes RNP AR Approaches down to 0.1NM to improve access to runways affected by either terrain or high-density air traffic.

Benefits:

- Improves airport access with shorter arrival and approach routes, along with lower minima to avoid diversion to an alternate airport.
- Reduced fuel burns and emissions with more direct approach path.

Auto-Throttle with one engine out



Engine-out auto-throttle (A/T):

In the event of an in-flight shut down, the EASy IV engine-out A/T is capable of managing power, allowing recovering automation for the two remaining engines and freeing pilots from this task.

Benefits:

- Improved Operational Safety - Restores auto throttle operation in single-engine failure situations.
- Reduced flight crew workload in case of engine failure.
- Already a standard feature on all Falcon 8X, now available for the Falcon 7X as well.



STREAMLINED AIRCRAFT OPERATIONS

A SUITE OF NEW FUNCTIONALITIES THAT SIMPLIFY COCKPIT OPERATIONS



Enhanced Jeppesen charts:

Improved Jeppesen charts function with a new Night mode, a Panoramic mode, as well as the display of the aircraft symbol on all georeferenced terminal charts.

Benefits:

- Increases flight deck efficiency for more streamlined operations.



2D Airport Moving Maps (2D AMM):

EASy IV provides detailed, interactive maps of large and complex airports features such as runways, taxiways, incursion hotspots, holding points, parking stands and terminals.

3D Airport Moving Maps (3D AMM):

Complements the 2D AMM function by providing a 3D view of the airport in the IPFD as the aircraft is about to land and when on the ground.

Benefits:

- Improves safety and efficiency during approach and taxi operations at large and complex airports, in all visibility conditions.
- Reduces risks of runway incursion.
- 2D AMM also supports the depiction of surface traffic featured through ADS-B In.

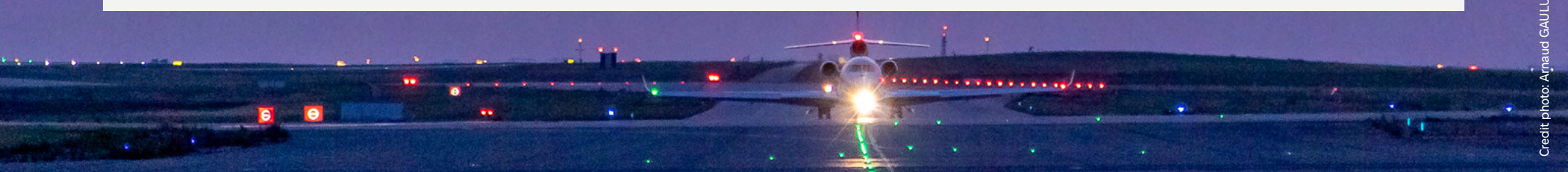
INAV View – CDTI VSA



INAV View – CDTI AIRB



INAV View – CDTI SURF



ADS-B IN – CDTI:

Provides pilots with an enhanced perception of surrounding traffic. Comes in 3 different applications:

- VSA (Visual Separation on Approach)

Displays specific traffic information relative to select traffic, to facilitate visual separation.

- AIRB: displays ADS-B airborne traffic on the INAV moving map.
- SURF: displays ADS-B ground traffic (aircraft and airport vehicles) on the 2D AMM.

Benefits:

- Improves traffic awareness both in flight (AIRB) and on the ground (SURF).
- Improves out-of-the-window scan and traffic identification.
- Allows for better anticipation / avoidance of possible wake turbulence (AIRB).
- Helps anticipate potentially conflicting traffic situations (e.g. runway occupancy).

SiriusXM – Graphical and Textual METAR



SiriusXM – Ice Potential



SiriusXM® weather (SXM):

Provides a fully integrated access to a newly enriched set of SiriusXM® Aviation Weather services, for unprecedented weather awareness when flying over North America (U.S., Canada and Caribbean).

Benefits:

- More efficient route with minimized weather-related route changes reduce fuel burn and associated emissions.
- Improved passenger comfort with smoother flights.
- Provides access to the widest range of weather reports and forecasts.
- Improves weather awareness with weather depiction in the VSD (available for certain services only).



IMPROVED OPERATIONAL SAFETY

ENHANCED TAKE-OFF AND LANDING PERFORMANCE COMPUTATION FOR REDUCED RUNWAY HAZARDS

EASy IV TOLD function –
Runway Condition Codes

EASy IV TOLD function –
Factored Landing Distance at Time of Arrival

Enhanced TOLD function:

EASy IV features an improved TOLD function, which allows for a detailed computation of operational and realistic landing distances.

Complies with the latest regulation updates on LTDA (Landing Distance at Time of Arrival) and RWYCC (Runway Condition Code).

Benefits:

- Allows full use of new EASA and FAA runway condition reporting standards.
- Improved ability to serve airports with challenging runways in adverse weather.
- Compliant with EASA mandate and FAA SAFO on LTDA.



ROOAS – airborne alert



Runway Overrun Awareness and Alerting System (ROAAS):

ROAAS analyzes the aircraft trajectory and the TOLD landing performance to determine if the aircraft can safely come to a full stop within the remaining runway length.

Benefits:

- Reduces the risk of runway overrun on landing.
- Anticipates upcoming mandates.
- May facilitate reduced insurance premiums.
- Improve pilot perception of runway end margin.



FEATURES BY AIRCRAFT FAMILY

RETROFIT SOLUTION ONLY

Features by aircraft family for retrofit only				
	FALCON 7X		FALCON 8X	
	BASELINE	OPTION	BASELINE	OPTION
Vivid Displays / INAV / VSD + NEW SVS 3.0*	•		•	
New Generation FMS + CMF 3.4	•		•	
Enhanced Jeppesen Charts (Dual charts required)	•		•	
ROAAS	•		•	
ADSB-In – Visual Separation on Approach	•		•	
RNP-AR approaches (RNP 0.3)***	•		•	
One Engine Inoperative Auto-Throttle**		•	•	
2D AMM with ADS-B IN Surface traffic		•		•
3D AMM (SVS required)		•		•
SiriusXM® weather		•		•
RNP-AR approaches (RNP 0.1)***		•		•

* SVS required
** Standard feature on Falcon 8X since type certification
*** Already available on Falcon 8X since EASy III-3

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DASSAULT AVIATION - EASy IV - DGAC/EASyIV-NUM/V3/04-2022

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