



Large Display Systems

**TOMORROW'S
FLIGHT DECK TODAY**

COMMERCIAL AVIATION SERVICES | LARGE DISPLAY SYSTEMS





***REPLACES FUNCTIONALLY LIMITED INSTRUMENTS
WITH FULLY INTEGRATED, HIGHLY CAPABLE
LIQUID CRYSTAL DISPLAY TECHNOLOGY.***

Large Display Systems

A DISPLAY SOLUTION FOR TODAY AND TOMORROW

GET A NEW FLIGHT DECK WITH ONE QUICK MODIFICATION.

We can retrofit your aircraft with a Large Display System (LDS) that can change the way you fly today and get you ready for changes to come – all at



an affordable price. And, your airplane can be back to you with its new, bigger, and better display system quickly.

The system replaces most primary flight instruments with two 16-inch diagonal liquid crystal displays, one for each pilot location. The resulting fewer components per airplane

saves on spares and maintenance costs, increases reliability, and lowers the weight of the airplane.

LDS can be configured to emulate analog instrumentation, electronic flight instrument systems (EFIS), or the modern primary flight display/navigational display systems such as on the 777. This configuration flexibility allows you to harmonize displays within



a fleet of any Boeing or McDonnell Douglas airplanes or across

multiple airplane models, providing an opportunity to improve flight crew productivity and reduce flight crew training costs.



LDS architecture is designed to accommodate future air traffic management, and safety and security changes so you can make upgrades quickly and inexpensively.



LDS interfaces with existing avionics systems.

- Inertial reference system (IRS).
- Flight management computer.
- ILS/GPS multimode receivers (MMR).
- Traffic collision and avoidance system (TCAS).
- Radio altimeter.
- Air data computer.
- Weather radar (WXR).
- Enhanced ground proximity warning system (EGPWS).
- VOR and ADF.
- Distance measuring equipment (DME).
- Clock.

New airplane display system capabilities and more.

- Supports GPS navigation.
- Eliminates most main panel electromechanical instruments.
- No need to interface with airplane equipment cooling system.
- Captain's display unit on standby power.
- Plenty of capacity for I/O and functional growth.
- Supports all the latest new-airplane display features.
 - ATC data link messages.
 - Vertical path guidance.
 - Low RNP approach guidance.
 - Cockpit display of traffic information (CDTI).
 - Cabin video surveillance.
 - Enhanced vision.



4000

600

400

1260
40

1000

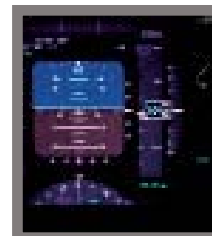
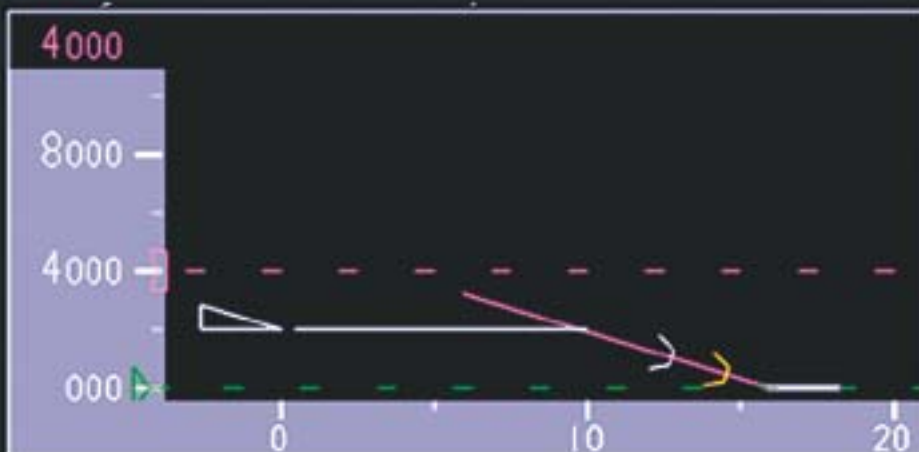
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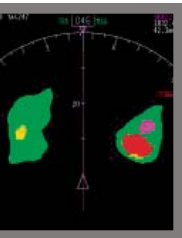
CLIMB TO AND MAINTAIN FL350

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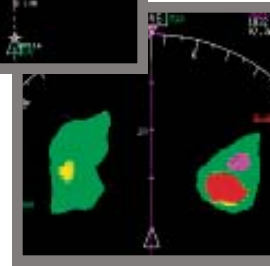
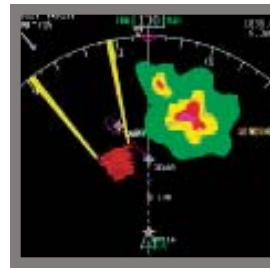
The switch to LDS makes financial sense.

- Fleet commonality lowers training costs and increases productivity.
- Fewer, more reliable parts reduce spares and maintenance costs.
- Lower airplane weight reduces fuel consumption.
- Allows latest GPS-based navigation tool to improve flight efficiency.
- Quick retrofit time.
- Minimizes the cost of adding future display capability.
- Opportunity to generate revenues by liquidating your existing equipment.
- In most cases, flight simulator time not required to train flight crews for LDS.



The Boeing advantage.

- You work with the original equipment manufacturer.
- Boeing design integrity, including human factors analysis.
- FAA-certified master change kits are readily accepted by aviation regulatory agencies around the world.
- Configuration control for comprehensive technical support and future growth.
- Upgrades, maintenance, and accessibility of all your documents including drawings, service bulletins, and manuals.
- On-site technical and modification support.
- Worldwide 24-hour product support for the lifetime of the airplane.
- More than 250 field service representatives around the globe.
- The Boeing Warranty on the work we do.



To obtain further information regarding this or other services, you may reach us at

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