



## Media Release

**Date:** July 1, 2009  
**Subject:** Mid-Canada Mod Center participates with Universal Avionics in FMS Upgrade Incentive Programme

### For Immediate Publication

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**Mississauga, Ontario, CANADA** – For those considering an avionics upgrade to their current aircraft, the timing could not be better! Mid-Canada Mod Center (MC2) is participating in the recently announced Universal Avionics WAAS/SBAS-FMS Upgrade Incentive Program. This will be of considerable value to the corporate aviation community. Through this offer, important trade-in allowances for any competitor TSO'd FMS or GPS will be applied toward the purchase of a new Universal WAAS/SBAS-FMS product. Depending on the model being purchased, credit allowances will range from \$6,000.00 to \$10,000.00 (\$US) off of the OEM product list price.

In announcing his firm's participation with Universal in this unique incentive, Bill Arsenault, MC2 Vice President, stated: "A global program like this with dealers will allow operators the chance to improve performance and aircraft safety at cost that was previously not available. It is of great value – especially in the current economy. Universal have provided their dealers with an important motivation for getting upgrades in place sooner than later. This sort of unique plan and the timing is of considerable value. The offer is valid through to the end of this year. We need not have completed the work by then – but we need to have it scheduled, ordered and the product confirmed as being shipped before the deadline of December 31<sup>st</sup>. This trade in allowance helps our clients maintain cost efficiency and adhere to the budget and spending restraint that are today's reality."

In order to be eligible for this program, the trade-in unit must be any competitor's TSO'd FMS or GPS system (including panel mounted GPS units). The trade-in credit must be applied toward the purchase of a Universal WAAS/SBAS-FMS, which includes the UNS-1Ew, UNS-1Espw, UNS-1Fw, as well as specific models of the UNS-1Fw NCU and FPCDU. The credit allowance is applied towards the OEM list price of the new Universal WAAS/SBAS-FMS. Installation kit, components and dealer charges will apply.

Mid-Canada Mod Center has all the details and criteria of this offer.



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## **About the Universal Avionics WAAS/SBAS-FMS**

The first question most ask is why switch to Universal WAAS/SBAS-FMS?

Universal Avionics' WAAS/SBAS-FMS combine the benefits of advanced programming; compact, lightweight packaging; and installation flexibility.

This new line of FMSs is WAAS/SBAS-capable, meaning you have the increased integrity, reliability and safety provided by Satellite-Based Augmentation Systems (SBAS) guidance. The most precise and accurate GPS-based approaches available today, RNAV (GPS) approach types, are now within your reach.

Satellite-Based Augmentation Systems are an integral part of the worldwide effort to reduce dependency on ground-based infrastructure and leverage the precision and accuracy provided by satellite (GPS) technologies. Approach procedures utilizing this technology offer similar minima and safety as ILS procedures, while providing access to a larger number of airports. In fact, RNAV (GPS) LPV approaches now outnumber ILS procedures.

Interfaced with a communications management unit such as Universal's UniLink® system, the WAAS/SBAS-FMSs offer a Communication, Navigation, Surveillance (CNS) suite which will allow you to take advantage of the routing/communication benefits available in the NextGen CNS/ATM environment.

According to the Fall 2008 NAV CANADA *Tech Watch*, WAAS is operational in Canada, receivers are available and approaches are under development to take full advantage of this technology. As of the report date, fourteen LPV approaches, supported by the WAAS signal had been published. Other information indicates that through the current ILS replacement program (50 airports in next five years) all will have RNAV GPS (LPV) procedures added and all RNAV GPS procedures undergoing regular maintenance will have LPV added.

### **Key Benefits**

- LPV approach capability provides ILS-like guidance down to near CAT I ILS minima (as low as 200-feet with ½-mile visibility)
- Access to all RNAV (GPS) approach procedures: Localizer Performance with Vertical (LPV), Lateral Navigation/Vertical Navigation (LNAV/VNAV), LNAV-only
- Enhanced integrity and accuracy monitoring removes the RAIM prediction requirement
- Allows you to plan GPS approaches to your flight plan destination as well as an alternate
- Allows approaches at smaller municipal airports at night when no local altimeter setting is available
- Internal GPS/SBAS receiver is compatible with WAAS, EGNOS and MSAS for worldwide coverage
- Large number of interface options make this a great retrofit FMS.

### **About MC2**

Mid-Canada Mod Center (MC2) is a leader in avionics sales, services, repair, design and certification. Their expertise covers all forms of airborne communication, cabin entertainment systems, TCAS, EGPWS, TAWS, RVSM and EFB applications.

For additional information please consult the MC2 website or contact Bill Arsenault.

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