GLU-2100 multimode receiver

Extreme accuracy, lower cost and future readiness in a multimode receiver (MMR) from a company with a strong MMR legacy.

The Jan. 1, 2020, Federal Aviation Administration mandate for ADS-B Out will require that all aircraft be equipped to use the Satellite Based Augmentation System (SBAS) for position accuracy and integrity. Rockwell Collins’ next-generation GLU-2100 MMR will make your aircraft SBAS capable, with high position accuracy.

Along with that high accuracy, the GLU-2100 provides your aircraft with added capabilities that unlock new advantages in flight.

For example, with the emergence of SBAS into the air transport market, the GLU-2100 will support SBAS Localizer Performance with Vertical Guidance (LPV) approaches. Your airline will then benefit from near-CAT I approaches at non-CAT I equipped airports. Fly to more places, more often, without the delays and diversions associated with weather at smaller airports.

KEY FEATURES

- Patented hardware capable of:
  - SBAS LPV
  - GLS CAT II/III
  - Multi-Frequency/Multi-Constellation
  - Database hosting
  - Improved multipath performance
- Developed to latest OEM and industry standards
- Verified to DO-178C and DO-254
- Qualified to DO-160F
- Software data loadable for efficient on-wing upgrade
- Direct, drop-in replacement for existing MMRs
FUTURE READINESS DRAWS ON DECADES OF MMR EXPERTISE

Since 1995, when Rockwell Collins certified the first MMR, we’ve consistently provided timely and value-added upgrades to support the global navigation and landing guidance capability needs of the air transport industry.

The introduction of the GLU-2100, Rockwell Collins’ next-generation MMR, will continue that legacy of commitment for advancing global navigation to meet emerging airspace requirements. It directly benefits from our SBAS-capable products, which have been in service since 2007. Each of these products is a mature solution to help meet the U.S. mandate for ADS-B Out.

As the air transport industry sees an increase in Ground Based Augmentation Systems (GBAS) around the world, airlines can benefit from Rockwell Collins’ long history of providing global positioning landing system (GLS) CAT I capability. This capability was first certified in our GLU-925 in 2005 and available at entry into service in the GLU-2100. The GLU-2100 will be capable of GLS CAT II/III by 2019.

With the GLU-2100, Rockwell Collins will be on the leading edge of developing Multi-Frequency/Multi-Constellation capabilities with patented hardware in place to dynamically switch each channel from one constellation or frequency to another. As geopolitical expectations begin to govern the use of multi-constellations, the GLU-2100 will have database hosting capabilities to efficiently manage constellation usage – with or without input from the flight crew.

As the aviation industry’s requirements change – and as MMR technologies advance – the GLU-2100 is poised to meet future capability needs with quick, simple software updates that don’t require a change in hardware.

The GLU-2100 will be available on the 737 MAX in 2018 and on the A320neo in 2019. Retrofit options to support the ADS-B Out mandate in the U.S. will be available starting in 2018.

When it comes to global navigation, and the many airspace modernization requirements that will drive advanced GNSS features in the future, you can put your trust in the only MMR supplier that has consistently developed the capabilities requested when they’re needed. You can also count on our award-winning customer service and support for your Rockwell Collins equipment.

Building trust every day.

Rockwell Collins delivers innovative aviation and high-integrity solutions to commercial and government customers worldwide. Backed by a global network of service and support, we stand committed to putting technology and practical innovation to work for you whenever and wherever you need us. In this way, working together, we build trust. Every day.

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