



Media Release

Date: December 19, 2005
Subject: Mid-Canada Mod Center Completes Major Avionics Upgrade to Refurbished Falcon 10

For Immediate Publication

Mississauga, Ontario, CANADA – Mid-Canada Mod Center (MC2) is a trusted, proven and established avionics specialty organization with a focus on corporate and commercial aviation operations. They have developed unique expertise in all forms of airborne communication, cabin entertainment systems, TCAS, EGPWS, TAWS, RVSM and EFB applications. One area in which the firm has become particularly well respected, is that of cockpit design around avionics upgrades – especially those that accommodate unique and user-specific operational profiles.

Background . . .

Air Nunavut is a commercial air charter operator based in Iqaluit, NU (YFB). Previously known as Air Baffin, the firm has a fifteen year history of service in Nunavut, Nunavik and Greenland – as well as anywhere that a charter request may take them. Today they provide service with an all-turbine-pressurized fleet of 13-passenger King Air 200 turbo-prop and an 8-passenger Falcon 10 jet aircraft.

In the fall of 2005, Air Nunavut opened an operations base at the Ottawa International Airport (YOW) and has acquired an additional Falcon 10 to base there. The new Falcon has received a complete refit and overhaul inclusive of new paint, new interior and renewed/refreshed avionics. The aircraft will be used in a combined role of charter and medevac – providing a much needed high quality, on-demand air link between the north communities and the nation's capitol as well as a smaller cabin charter option for the Ottawa business community.

While many in the corporate community may view the Falcon 10 as a dated concept, Air Nunavut have found it perfectly matches their needs. Their new Falcon 10 was purchased with a view to receiving a complete modernization and renewal before it entered service with the firm. After the cosmetic rejuvenation was complete, the aircraft was delivered to the MC2 facility at Lester B. Pearson International Airport (YYZ) in order to have the older avionics components removed and replaced with a new front office layout and systems.

Technical Data of Project . . .

As with all such projects, the MC2 team first focused on a design that is based around the cockpit resource management requirements of the operator. The end result incorporates new, modern systems and a complete dual EFB (Electronic Flight Bag) enhancement using the CMC Electronics CMA-1100 EFB, set up. The addition of the EFBs is another first for this type of aircraft in Canada.

Among the other avionics hardware updates is dual Garmin GNS-530A GPS/COM/Nav units. The #1 unit has integral Class B TAWS. MC2 also installed a Collins TCAS-4000 system with elementary and enhanced surveillance capable Mode S Transponders plus an Artex C406N 406MHz ELT. This avionics suite will contribute greatly towards enhancing the safe and reliable operational of the aircraft in the varied flight environments that are typical to Air Nunavut operations. The remainder of the rework included an IS&S RVSM System along with a Universal CVR-30B CVR and a Skyconnect Iridium Satcom with Flight Tracker.

After flight testing and Transport Canada approvals, the aircraft was delivered to Air Nunavut and placed in service at the beginning of December.

MC2 has a solid track record for the development of unique and effective STCs and along with that, design and development of efficient cockpits. They have been responsible for many industry *firsts* and are the proud recipient of numerous awards by both the industry and their peers. The firm has enjoyed continued and steady success and is consistently ranked among the top dealers in North America by leading avionics equipment manufacturers.

- 30 -

For additional information on MC2 please consult their web site or call Bill Arsenault.

For access to the photographs used in this release, please contact Robert Seaman at BASS Inc. – (416) 806-2966 or by email at rwseaman@bizav.ca.



The addition of EFBs is becoming more common during routine and planned avionics upgrades. MC2 have become established leaders in the integration of this technology and as such are responsible many first time installations. The unit pictured here on this Falcon 10 is shown in the stowed position.

Older aircraft get a new lease on life and the ability to operate safely and efficiently through avionics upgrades. This Falcon 10, which belongs to Air Nunavut, is a prime example having just received such updates as RVSM, TAWS B, Mode S Transponders, 406 MHZ ELT and more – under the design, installation and certification expertise of MC2.



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Complete and ready for service, the newest Air Nunavut Falcon 10, resplendent in new paint and interior treatment and an avionics upgrade from MC2. This aircraft will be based at the newest Air Nunavut operation facility in Ottawa and will be used in charter work for both medevac and private air transportation.

Another MC2 first! The latest EFB integration – this time on a Falcon 10. This airframe has been fully upgraded with the latest navigation aids to make operations as safe and efficient as possible. This is the second Falcon 10 to be added to the Air Nunavut fleet. The operator finds this aircraft type the right fit for their charter and medevac requirements.



The revised cockpit with both EFBs stowed.



Jeff Mahoney, President of Air Nunavut sitting in his firm's newly revamped Falcon 10 corporate jet.



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