



ESI-500 ELECTRONIC STANDBY INSTRUMENT

Reliable, flexible and scalable back-up system



L3Harris' ESI-500 Electronic Standby Instrument is one of the most advanced backup systems designed specifically for piston, turboprop and light helicopter platforms. The compact unit is scalable and comes standard with airspeed, altitude, attitude, slip/skid, vertical speed and back-up battery. Options are available for the display of navigation information and Synthetic Vision (SynVis), including terrain and obstacles. Magnetic heading is an available option when coupled with the low cost and compact MAG-500 magnetometer. The ESI-500 is compatible with existing digital NAV and GPS receivers. An internal lithium-ion battery pack automatically powers the unit and magnetometer without interruption upon loss of main power.

KEY FEATURES

- Mirrors PFD presenting airspeed, altitude, attitude and slip data
- Options for SynVis, heading and navigation
- Internal lithium-ion battery offers uninterrupted flight data
- Compact design for piston, turboprop and helicopter
- High-resolution, 24-bit color display
- 3" round case for easy installation into existing panel cutouts
- Configurable airspeed VNE and VMO warning cues for Part 23 and Part 27 aircraft.



SYNVIS

The ESI-500's SynVis feature depicts 3-dimensional terrain and obstacles to reflect topography and hazards. Terrain and obstacle impact alerts are shaded to increase situational awareness.



MAG-500

For increased redundancy of magnetic heading, the ESI-500 uses the compact, lightweight and affordable MAG-500 magnetometer. Alternatively, a compatible ARINC429 heading source can be used.

DISCOVER MORE:

www.L3Harris.com/avionics

SPECIFICATIONS

ESI-500	
Weight:	Maximum 2.75 lbs. (1.25 kg)
Interfaces:	ARINC 429 Inputs (5), ARINC 429 Output (1), RS-485 Serial Input (interfaces with MAG-500)(1), Analog Input (OAT)(1), Discrete Output (1), Dimming Bus (1), I2C interface to the DCM-500 (1)
Power:	14 or 28 VDC electrical systems (10-32 VDC)
Navigation:	VOR/ILS or GPS Navigation or both
TSO:	C2d, C8e, C10b, C34e, C35d, C36e, C40c, C46a, C106, C113a, C179a, C201
ETSO:	EASA accepted in accordance with FAA-EASA Technical Implementation Procedures (TIP) Rev 5 (paragraph 2.5.1 'TSO/ETSO Articles Accepted under Reciprocal Acceptance'). No ETSO marking on the Articles are required.
Design:	DO-178C and DO-254 - Design assurance level C
Approved STCS:	AML STC approved for installation on many Part 23 fixed wing aircraft and Part 27 rotor craft. Check with your local dealer.
Used On:	Grob G120TP, Epic E1000, Quest Kodiak, MD Helicopter AH/MH-6 Little Bird, and Airbus Helicopter H125



ESI-500

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1025 W. NASA Boulevard
Melbourne, FL 32919
t (800) 253-9525 | (616) 949-6600
www.L3Harris.com/avionics