

New Products for Pilots and Their Aircraft

BY CHRISTINE KNAUER

Airborne telecommunications, WAAS-enabled GPS and flight display systems dominated the Aircraft Electronics Association's 2008 International Convention & Trade Show in Washington, D.C., early this year. Other products — from in-flight high-definition video to a tiny altitude encoder — made big news, too.

Here is what we found during the AEA convention's "New Product Introductions" and down both sides of the show's exhibition aisles.

AEROFLEX

Aeroflex exhibited the company's newest avionics test platform: a turnkey system designed to combine multiple instruments into a single, small package. The company's new PXI-based, reconfigurable test platform for avionics navigation and communications comes in two versions.

The first option is the Avionics Test Studio, a suite of software-defined instruments on the company's 3000 series PXI cards. The cards generate and test signals from 100 kHz up to 6 GHz for ADF, marker beacon, ILS, VOR and more. The Avionics Test Studio is suitable for product development, prototype development, certification, factory test, troubleshooting and repair, and as a bench-top instrument.

The second version of



Aeroflex's Avionics Test Bench and Avionics Test Studio

Aeroflex's new avionics testing platform is the Avionics Test Bench, which is available in two configurations. The basic configuration, the ATB-3000, includes an Aeroflex touch-screen PXI chassis with built-in controller and an Aeroflex 3025C RF signal generator and synthesizer module.

A standalone configuration provides the Avionics Test Studio signal generator software. Optional configurations are available for ATE rack mounting or an external monitor and controller. As a PXI-based system, customers can

expand the functionality of the basic system with other special-purpose cards.

For more information, contact Aeroflex at 913-764-2452 or visit www.ifrsys.com.

AIRCELL

During the show, Aircell highlighted its broadband capabilities and unveiled a fixed, "all-you-can-use" monthly fee for its North American air-to-ground broadband data service for business aircraft operators. The network can receive and transmit data for



Aircell's cabin telecommunications router

Internet surfing, e-mail, a corporate virtual private network and Wi-Fi-enabled devices, such as laptops and BlackBerries.

Aircell will begin delivering the North American broadband service in the third quarter of 2008 for larger business aircraft and the second quarter of 2009 for medium and small aircraft, according to Alan Mak, director of project management for Aircell.

Powered by Thrane & Thrane, Aircell's new Inmarsat SwiftBroadband solution for global coverage will offer e-mail, voice and Internet services with data connectivity up to 432kbps per channel (depending on antenna choice). Availability is expected in late 2008.

Aircell also announced a new Wi-Fi handset with full-color display and the availability of a new cabin telecommunications router (CTR) for the company's Axxess cabin communications system. The CTR offers 802.11b/g Wi-Fi coverage in the cabin, initially for cordless handsets and later for laptops and PDAs when a high-speed data system is available for installation.

For more information, contact Aircell at 303-379-0200 or visit www.aircell.com.

AIRLOCK AVIATION SECURITY SYSTEMS

High-tech locks took center stage for AirLock Aviation Security Systems. Its new aircraft locking system converts a conventional mechanical aircraft lock into a digitally monitored access control system.

The product, which features three components: the lock cylinder, three programmable keys and the programming software,



AirLock access control system

will launch on Beechcraft King Air 200 and 300 series aircraft, with other makes and models following in the future.

"You simply take out the existing tumbler and replace it with AirLock's electronic lock cylinder. There's no wiring or battery to worry about," said Jessica Dray, customer service representative for AirLock.

A battery within the key powers the locking mechanism. Each key, which is assigned a unique ID number that cannot be changed or duplicated, keeps track of up to 3,900 access events with lock ID, date, time and status. The lock tracks the last 1,100 times the lock has been accessed and records the key ID, date, time and whether access was allowed or denied.

The company also is developing padlocks and other locking systems with similar technology for use on hangar doors and gates.

For more information, contact AirLock at 330-856-1501 or visit www.airlocksecurity.com.

ASPEN AVIONICS

Aspen Avionics offered a closer look at and updates regarding the company's new Evolution flight display system, and previewed its upcoming line of multi-function displays.

Available in the first quarter of 2009, Aspen Avionics' new EFD1000 MFD and EFD500 MFD combine high-resolution, sectional-style moving maps with dedicated and overlaid hazard awareness displays, such as weather, traffic and terrain. The EFD1000 MFD adds a second, independent air data, attitude and heading reference system for full PFD redundancy.

In March 2008, Aspen received technical standard order authorization for the Evolution entry-level Pilot and mid-range Pro primary flight displays. The **Continued on following page...**



Aspen Avionics' Evolution flight display system

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EFD1000 ATP version will be available during the second half of 2009. Aspen plans to deliver an optional upgrade to enable data-link weather, lightning and traffic data on the navigation display of its EFD1000 Pro PFD toward the end of 2008.

In all, some 386 aircraft models are on the approved model list and another 250 or so are expected, according to Doug Cayne, vice president of marketing for Aspen.

The entry-level and mid-level PFDs are modular and easily upgradeable to the next level with software. The unique form factor is designed to retrofit easily into panels of aircraft in various types and sizes.

For more information, contact Aspen Avionics at 505-856-5034 or visit www.aspenavionics.com.

AVIDYNE CORP.

Avidyne Corp. highlighted two product enhancements: WAAS capability on the Entegra integrated flight deck platform via the FMS900w flight management system, and increased compatibility for the TWX670 tactical weather detection system.

Available in the second quarter of 2008, Avidyne's TWX670 tactical weather detection system



Avidyne's FMS900w flight management system

offers a compatibility mode that provides a second output format for display of monochromatic lightning-strike and storm-cell information on a number of existing lightning detection compatible displays.

By integrating compatibility with displays produced by other manufacturers, Avidyne is making the system available to more operators, according to Tom Harper, director of marketing for Avidyne.

Soon, Avidyne will enter the certification phase of the Entegra FMS900w program. The new Entegra FMS900w WAAS-enabled GPS/nav/com flight management system is designed to reduce the workload for single-pilot IFR operations. The system provides fully redundant, state-of-the-art VHF and TSO C146b Gamma 3-compliant turbine-class FMS capability for all general aviation aircraft.

Avidyne is collaborating with Southern Star Avionics to engineer and certify the Envision integrated flight deck system on King Air 90 series aircraft. During the certification process, Southern Star is installing a single EXP5000 PFD and EX5000 MFD, interfaced with an S-TEC 65X autopilot.

For more information, contact Avidyne at 781-402-740 or visit www.avidyne.com.

COMANT INDUSTRIES

Comant Industries offers more than 500 different antenna models. During the 2008 AEA International Convention, the company introduced one more: the new C190 WAAS GPS antenna.

A simple drop-in replacement for an existing GPS antenna, the TSO-certified C190 offers an



Comant's C190 TSO WAAS GPS antenna

easy upgrade path to WAAS. In a second configuration, Comant combines both GPS and XM functionality in the new C190 ComDat multi-function antenna. The C190 soon will be available in a teardrop shape.

According to Don Jeckell, director of marketing for Comant, pilots who have become aware of the ComDat antenna line, which keeps the aircraft lines clean even when adding XM and weather data, are driving the company's sales.

For more information, contact Comant Industries at 714-870-2420 or visit www.comant.com.

DPI LABS

Everyone wanting to watch their own iPod videos while en route to their next destination will appreciate DPI Labs' new PVS personal video switcher.

Compatible with iPods and other video sources, the new switcher allows video integration into bulkhead or personal LCD monitors without cabin entertainment or cabin management sys-



DPI Labs' PVS personal video switcher

tem modifications.

According to Kevin Hayes, vice president of sales and marketing for DPI Labs, there is no software, databus or configuration documents. The unit is small at 4 inches x 2.5 inches x 1 inches and lightweight, weighing 4.94 ounces.

The stand-alone, off-the-shelf design allows pilot briefings and public address announcements to override any personal video and audio. A simple RCA panel or docking station provides an easy interface for users.

"We're also working on a new switch design called the Expedition Series, which takes out the plating, thereby reducing lead time by 50 percent," Hayes said. "We're validating the new software and hoping to have it ready by mid-year."

For more information, contact DPI Labs at 909-392-5777 or visit www.dpilabs.com.

FLIGHT DISPLAY SYSTEMS

With Flight Display Systems' newest products, true in-flight high-definition (HD) video no longer eludes traveling executives.

The Georgia-based company introduced a complete HD system with choice of new high-definition monitors ranging from 17 to 42 inches, new PlayStation 3 docking station for playing HD Blu-ray discs, new eight-port HD video switching amplifier and a new HDMI cable produced by Electronic Cable Specialists.

"To display a true HD video signal, you need both an HD source, such as a Blu-ray DVD player, and an HD monitor," said David Gray, president of Flight Display Systems.

Up to seven monitors can be connected to one Blu-ray player and play 1080p HD-quality videos.



Flight Display Systems' 42-inch wide-screen HD LCD monitor

Flight Display Systems also announced a new dual 7-inch display for Gulfstream aircraft; a new detachable 15-inch display; a new flipper in a box that mounts atop the glareshield; and a new three-channel 2.43 GHz headset with carrying case.

After four years of anticipation, the company's satellite TV now is FAA-certified for the Bombardier Challenger 600 and will ship in May 2008. STCs are pending for the 601 through 605 series aircraft.

For more information, contact Flight Display Systems at 678-867-6717 or visit www.flightdisplay.com.

GARMIN

Garmin announced its new GPSMAP 495 portable GPS. The unit features the company's SafeTaxi airport diagrams, improved terrain mapping with audible terrain alerts, AOPA Airport Directory and 5Hz GPS update rate.

The unit's Smart Airspace software automatically highlights airspace close to the aircraft's altitude.

Jim Alpiser, director of aviation aftermarket sales in the Americas, describes it as a "mini-MFD" with many of the advanced features of the GPSMAP 496 minus the XM compatibility and preloaded maps.

Users can switch the GPSMAP 495 to automotive or marine mode. The 495 comes with a built-in routable basemap. When the optional MapSource City Navigator is added, detailed street maps are available with voice-prompted, turn-by-turn directions to addresses and points of interest.

In other news, Garmin added FliteCharts and SafeTaxi capability to its GMX 200 multi-function display. FliteCharts and SafeTaxi also have been added to the G600 retrofit glass cockpit. Garmin expects certification and product deliveries in late July 2008.



Garmin's GPSMAP 495

For more information, contact Garmin at 913-397-8200 or visit www.garmin.com.

HONEYWELL

Honeywell showcased two products from its new Bendix/King Apex Edge Series: the KSN 770 multi-function display and the KFD 840 primary flight display.

Bendix/King's new KSN 770 multi-function display is a four-in-one instrument combining an IFR GPS navigator, integrated terrain awareness and warning system, weather radar display and a 16-watt digital VHF com and VHF nav/ILS. It features a 5.7-inch, high-resolution LCD display, and it includes a comprehensive

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moving map and a fully certified 24-channel WAAS-LPV GPS navigator. Honeywell expects certification in late 2008.

The new KFD 840 primary flight display, designed for piston aircraft, interfaces with existing navigation systems and autopilots. It features an 8.4-inch high-resolution LCD display and replaces the entire "six pack" of analog primary flight instruments. Each of the avionics can stand alone or integrate with existing autopilot or GPS systems. Honeywell anticipates deliveries to begin in late 2008.



Bendix/King's KSN 770 multi-function display

"We also have a new Communication Gateway Unit designed to complement our Inmarsat satcom system," said Ed Borger, manager of technical sales for Honeywell. "The CG-710 in the middle of the CR-710 is designed to interface with a lot of peripherals that are in aircraft today. It also brings in new PDA devices. Now you can bring on a BlackBerry and use it at 20,000 feet."

For more information, contact Honeywell at 913-712-3102 or visit www.honeywell.com.

INTERNATIONAL COMMUNICATIONS GROUP

Newport News, Va.-based International Communications



ICG's NxtLink-400

Group (ICG) introduced the new NxtLink 400 Iridium satellite communications system during the AEA convention.

The system features four Iridium voice channels, an additional dedicated short-burst data channel, 10 cabin handsets with full PBX capability, ARINC-429 databus for ACARS data and a built-in fax interface, all within a single 4MCU design.

The system, which currently is being installed on seven airframes, supports Airshow Network updates and any Iridium service provider.

ICG added more features and made it smaller, lighter and less expensive than the company's ICS-400 Iridium system, according to Jeff Saucedo, vice president of sales and marketing for ICG.

For more information, contact ICG at 757-947-1030 or visit www.icg.aero.

LATITUDE TECHNOLOGIES

Latitude Technologies introduced the Skynode S200 satellite phone, flight tracking and messaging transceiver, which adds text messaging interface capability for Northern Airborne Technology's PTA12-100 digital telephone dialer/adaptor. When a NAT PTA12-100 dialer

is connected to a Latitude Technologies satellite telephone, the transceiver enables short message service in the cockpit. Pilots can send and receive short canned messages and operational messages, as well as auto dial the telephone.

"In essence, we make the chicken talk to the duck," said Harlan Hamlin, who works in sales for Latitude Technologies. "(We help) multiple aircraft components send and receive data to and from multiple ground stations in language they can understand."



Latitude Technologies' Skynode S100

The company, in Victoria, British Columbia, Canada, also introduced another mobile data product: the MDT 860, a message head that allows freeform text messaging when connected to the Latitude Technologies Skynode S100, and acts like a dialer when connected to a telephone.

For more information, contact Latitude Technologies at 888-966-5599 or visit www.latitude-tech.com.

LUX AVIATION ENGINEERING CORP.

Lightweight lithium battery designer and manufacturer Lux Aviation announced Gulfstream Aerospace selected the company to provide four lithium batteries — flight control, mainship and emergency batteries — for the G650 long-range aircraft.

"The weight savings on the

G650 is about 200 pounds over equivalent lead acid or Ni-Cad batteries, or approximately the savings of one passenger or 30 gallons of fuel,” said Mark Lukso, president of Lux Aviation.

Lux Aviation’s rechargeable lithium battery, called the Electro-Batt, is 50 percent lighter than Ni-Cad and sealed lead acid batteries, requires less maintenance and is capable of precisely indicating the charge within 2 percent.

“This system isn’t just a battery. It’s more than 50 percent electronics. It has a tremendous amount of integration and monitoring,” said Lukso, whose company spent \$2 million developing the battery system.



Lux Aviation's Electro-Batt

“We’re in the late stages of putting this (battery design) onboard an aircraft. We’ll have it flying by the end of the year.”

For more information, contact Lux Aviation at 520-881-7100 or visit www.luxaviation.com.

MID-CONTINENT INSTRUMENTS

Mid-Continent Instruments (MCI) featured its new 3300 series electric directional gyro during the AEA convention.

Weighing 1.8 pounds, the 3300 series directional gyro is about one pound lighter and 1.25 inches shorter than most standard gyros. MCI incorporated



Mid-Continent Instruments' 3300 series electric directional gyro

a warning circuit that monitors input voltage and rotor speed. If either is insufficient, a red warning flag appears.

The 3300-11 lighted version uses LEDs to create a backlit display, which is nighttime dimmable. In the case of insufficient voltage or rotor speed, the aircraft symbol is lit but the dial lighting does not appear until the unit is fully operational.

“The 3300 was designed specifically for high-vibration environments. Stability was improved, which eliminates the need to frequently make corrections during flight. From a spares standpoint, the 3300 is readily available and is a drop-in replacement for many traditional 14- or 28-volt DGs,” said Tom Genovese, sales and customer service manager for Mid-Continent Instruments.

MCI also updated certifications on three products: the 4200 series two-inch attitude indicator; the 4300 series Lifesaver three-inch attitude indicator; and the MD420 emergency power supply. The instruments meet the FAA’s new requirements for HIRF and lightning protection on flight critical instruments. The updated products also meet current EASA requirements for European installation.

For more information, contact Mid-Continent Instruments at 800-624-6845 or visit www.mcico.com.

NORTHERN AIRBORNE TECHNOLOGY

Northern Airborne Technology, headquartered in Kelowna, British Columbia, Canada, spotlighted its new digital audio control system (DACS), an intercom system designed for light-twin, medium and heavy helicopters.

In addition to offering an integrated, multi-channel intercom system, the DACS distributes and manages all audio to and from transceivers, receivers and audio warning sources. Originally designed for special-mission operators, the audio system can be configured to suit specific mission needs.

The system consists of four primary components: the audio control panel, an audio management unit, passenger intercom amplifier and the remote memory. The remote memory stores the AMU’s configuration information and alert files. If the AMU has to be removed, original system configurations stay intact.

The audio management unit, the heart and brain of the DACS, accomplishes all audio process-

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ing and switching. It supports up to six audio control panels and seven headsets. The basic configuration is two crew and five



Northern Airborne Technology's ACP53 audio control panel, part of its new digital audio control system

passengers.

With the DACS, dealers can stock standard hardware, then customize it later based on an operator's needs. FAA and EASA TSO applications have been submitted. Certification is expected in fall 2008.

For more information, contact Northern Airborne at 888-763-2232 or visit www.northernairborne.com.

PS ENGINEERING

Experimental and light-sport aircraft garnered a new audio panel option during the AEA convention when PS Engineering unveiled its PMA9000EX. Based on the company's PMA8000B unit, the new audio panel adds Bluetooth compatibility, an internal MP3 player and a simplified interface.

The Bluetooth interface turns intercoms and headsets into an extension telephone. A backlit



PS Engineering's PMA9000EX

LCD displays selected radio stations, titles of MP3 songs and stuck mic warnings, as well as audio panel configurations. The system includes three music inputs and an internal 1GB of memory for the internal MP3 player, according to Gary Picou, vice president of quality systems for PS Engineering.

With the front-panel utility jack, users can plug in an iPod, cell phone or use it as a USB port for an onboard MP3 player. Operators also can download music directly into the onboard memory.

For experimental and light-sport aircraft only, the unit is not FAA-certified. It is backward compatible with existing PMA8000B and GMA 340 systems.

For more information, contact PS Engineering at 865-988-9800 or visit www.ps-engineering.com.

REVUE THOMMEN

Switzerland-based Revue Thommen introduced the new Thommen AC33 high-integration air-data computer during the AEA International Convention.

While the new system keeps the AC32's case and solid-state vibrating cylinder sensors, more than three-dozen technical specifications, such as altitude and airspeed ranges and comparison warning values, have been modified and improved.

According to Revue Thommen, the system is extremely robust, withstanding rotary-wing gunfire vibration and shock testing, as



Revue Thommen's AC33 air-data computer

well as altitudes from -1,000 to 80,000 feet and airspeeds up to 750 knots. The ARINC 429 digital system meets stringent DO-178 Level A software and DO-160 F environmental requirements.

TSO will be passed and black label and production units are due in October 2008, according to Ken Paul, North American business development manager for Revue Thommen.

For more information, contact Revue Thommen at 41-61-965-2222 or visit www.thommen.aero.

ROCKWELL COLLINS

Rockwell Collins highlighted the company's latest flight deck retrofit solutions for upgrading from the Pro Line 4 to the Pro Line 21. The retrofit package enables operators to integrate the latest flight deck features, such as JeppView, graphical weather and enhanced maps, for a paperless cockpit.

The company has retrofitted more than 200 flight decks and owns STCs on some seven aircraft types, including the King Air C90, King Air 200, Piaggio P-180, Hawker 800A, Falcon 20 and Falcon 50 (three and four-screen displays only).

"We currently have two programs that we are engaged in bringing the ProLine 4 flight

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Beechcraft 400 Pro Line 21 retrofit

decks up to ProLine 21 LCD displays — bringing greater situational awareness, safety and paperless cockpit to the operators of those aircraft,” said John Peterson, manager of aftermarket marketing, business and regional systems for Rockwell Collins.

Duncan Aviation is collaborating with Rockwell Collins on retrofitting the Dassault F2000 and F50EX, while Nextant Aerospace focuses on the Beechcraft 400A.

In addition to discussing its Pro Line 21 upgrade packages, Rockwell Collins also rolled out its latest software version of the Integrated Flight Information System. Version 6.0 includes four oft-requested XM features: temporary flight restrictions, satellite imagery, winds aloft and lightning.

For more information, contact Rockwell Collins at 319-295-1000 or visit www.rockwellcollins.com.

ROSEN AVIATION

Rosen Aviation introduced a headphone audio distribution amplifier as an accessory to the

company’s RosenView VX cabin entertainment system.

The amplifier adds two more audio selections for items such as a CD player, personal handheld device or XM satellite radio. It also includes three additional inputs for audio source equipment and eight analog stereo outputs. For safety, the pilot microphone overrides all audio signals.

In addition, the company highlighted its two new displays: a 7-inch widescreen display and 10.4-inch SlimLine bulkhead and plug-in display. The displays are two pounds lighter than previous models, according to Philip Cowles, marketing manager for Rosen Aviation.

During the AEA convention, Rosen Aviation also featured its RosenView VX, which launched last year. The RosenView VX cabin entertainment system combines moving maps, a DVD player, an audio/video input for personal devices, including iPods and gaming systems such as a PlayStation 3 or Xbox 360, and an audio-only input for XM satellite radio or an MP3 player. RosenView VX, which can power up to five displays, is targeted at the very light jet market.

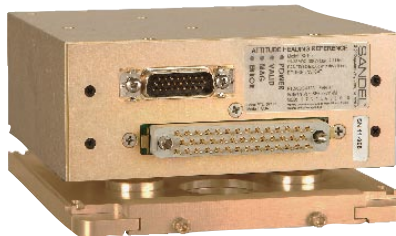
For more information, contact Rosen Aviation at 888-668-4955 or visit www.rosenaviation.com.

SANDEL AVIONICS

Sandel Avionics, which manufactures products for piston and turbine aircraft as well as rotorcraft, announced it is now ship-

ping a new version of its SA4550 primary attitude display, which is designed as a plug-compatible replacement for legacy electro-mechanical Collins flight directors.

The company also expanded its STC approved model list to certify installation of the SA4550 in several Collins-equipped turbine aircraft models. Plug-compatible with the Collins ADI-84, ADI-84A and the 329B-7R series of flight directors, the SA4550 mates to the existing aircraft wiring harness and connector to



Sandel Avionics’ SG102 attitude heading reference system

minimize installation time.

“Sandel products are becoming increasingly popular in the helicopter market. We are now shipping vibration-resistant versions of the SA4550, SA4500, SA3500 and the SG102 AHRS,” said Chuck Freeland, western region sales manager for Sandel. “All three displays will soon be available with a NVG (night vision) option.

“Along with the 4500, our ST3400 TAWS product is now LED. A new turbine version of the SG102 (AHRS) is also available and shipping,” he said. “Another new version of the SA4550 will soon be available to replace the aging (Bendix/King) KCI 310.”

For more information, contact Sandel Avionics at 760-727-4900 or visit www.sandel.com.

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Rosen Aviation's headphone audio distribution amplifier

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SKY CONNECT

Sky Connect, the Slidell, La.-based maker of satellite voice, tracking and data systems, introduced its Forté Iridium phone system for the cockpit and cabin during the AEA convention.

The system offers an intercom feature with ringing notification, a two-way text messaging option with an MMU-II cockpit dialer, and a USB computer connection for e-mail and data access.

A single base station supports up to four handsets. Both flush-mount and surface-mount charging cradles are available for the cordless phone. For noisier aircraft, Sky Connect offers a hands-free, noise-canceling headset.

With Sky Connect's small Dzus rail-mounted MMU-II dialer and audio panel interface, operators can scroll hundreds of phone numbers by name, according to Iain Ronis, director of corporate communications for Sky Connect.

For more information, contact Sky Connect at 301-891-0600 or visit www.skyconnect.aero.

SPECTRALUX CORP.

During the AEA "New Product Introductions," Spectralux Corp. focused on its new NexNav



Spectralux's NexNav global navigation satellite system WAAS sensor



Sky Connect's MMU-II cockpit dialer

global navigation satellite system (GNSS) WAAS sensor. The Class Beta-3 sensor, which is 10 times more accurate than Beta 1, received FAA TSO-C145b approval November 2007.

The sensor refreshes five times a second rather than once a second as with older versions, and it includes latency alert protection levels not previously available.

"NexNav is the industry's first and only GPS sensor unit that meets the new TSO-C145b requirements," said Hal Adams, principal managing partner of Phoenix Aerospace Consulting Group, a company that assists organizations with new avionics development, launch and marketing.

NexNav is the result of a joint venture between Spectralux of Redmond, Wash., and Accord Software & Systems of Bangalore, India. Launch OEM customers include L-3 Communications Avionics Systems and Chelton Flight Systems/Cobham Avionics Group.

For more information, contact Spectralux at 425-285-3000 or visit www.spectralux.com.

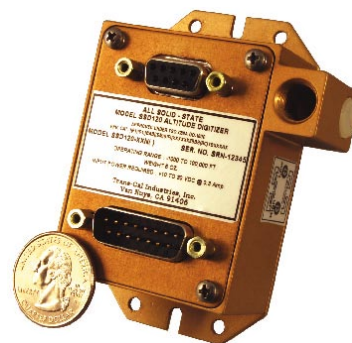
TRANS-CAL INDUSTRIES

Trans-Cal Industries showed off its SSD120 Nano altitude encoder, the company's smallest, lightest and lowest power consuming unit targeted at the helicopter, sailplane and glider markets.

"It's small enough now to fit in the palm of your hand. It's been a real labor of love over

the last year to bring this to you. It's available starting today at the show," said John Ferrero of Trans-Cal Industries during the AEA New Product Introductions.

The encoder weighs 5.6 ounces and measures 1.12" x 3.4" x 2.46". The Nano, which includes a 42-month warranty, boasts



Trans-Cal's SSD120 Nano altitude encoder

an MTBF rate of 9.7 years. It is field-programmable for TAWS and TCAS applications.

Trans-Cal is in the process of obtaining EASA certification for the Nano.

For more information, contact Trans-Cal Industries at 800-423-2913 or visit www.trans-cal.com.

TRUENORTH AVIONICS INC.

During the AEA International Convention, TrueNorth Avionics, based in Ottawa, Ontario, Canada, offered three new products for its Simphonē airborne telecommunications system: a data-link unit, fax adapter unit, and analog interface unit.

The data-link unit (DLU) enables corporate aircraft operators to send and receive cockpit

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TrueNorth's data-link unit

communications worldwide via their ACARS- or AFIS-equipped aircraft. Incorporating an embedded Iridium satcom transceiver, the Simphonē DLU works with Simphonē Chorus and Duo airborne telecommunications systems, as well as third-party airborne telephones, to let flight crews communicate with the ground or other aircraft via Iridium's short-burst data service.

TrueNorth Avionics' new analog interface enables legacy satcoms and cabin paging systems to integrate with the Simphonē system. Operators can continue using their analog POTS systems, such as the Honeywell MCS-3000 satcom, while upgrading their aircraft to the Simphonē telephone system.

The company's Iridium-based fax adapter unit (FAU) allows corporate aircraft operators to send and receive faxes worldwide without the use of third-party equipment or software. Compatible with all Group III fax machines, the FAU is a "store and forward" system, which holds faxes if the aircraft's

fax line is in use, relaying the data when the line is available. The compact adapter unit requires no cooling and installs with a single connector.

For more information, contact TrueNorth Avionics at 613-224-3301 or visit www.truenorthavionics.com.

UNIVERSAL AVIONICS SYSTEMS CORP.

During AEA's New Products Introductions, Universal Avionics Systems Corp. launched its new solid-state data transfer unit (SSDTU) and LPV monitor.

Designed for operators who have limited cockpit space or a limited budget, its new 2MCU LRU monitor provides specialized monitoring and position information for RNAV (GPS) LP/LPV approaches.

The unit is compatible with any Universal Avionics WAAS-FMS. Together, the LP/LPV monitor and WAAS-FMS make it possible to obtain operational approval

The SSDTU is a data load and upload unit with Universal Serial Bus (USB) and Secure Digital Ports in the faceplate for centralized loading of databases — from Jeppesen Charts and checklists to e-docs for the FMS, UCD and ASU.

The SSDTU transfers the data using high-speed Ethernet or EIA-485 databus connection in what Dan Reida, vice president of marketing for Universal Avionics, calls a dramatic difference in load times for large databases, such as terrain and charts.

The unit will be certified to FAA TSO-C109 and EUROCAE ETSO-C109 certification criteria and will be available in the fourth quarter of 2008.

For more information, contact Universal Avionics at 800-321-5253 or visit www.uasc.com. ■



Universal's LP/LPV monitor

for WAAS LPV approaches in a single Universal Avionics WAAS-FMS installation. The monitor will be certified to TSO-C146b and Class Gamma-3, and will be available late in the second quarter of 2008.