

Affordable and certified traffic



TA60 Series 1090ES ADS-B Receiver

The TA60 series is a family of 1090 MHz ADS-B traffic receivers (ADS-B In) which represents one of the most cost effective solutions for completing your ADS-B installation. With ADS-B In, awareness of nearby traffic is no longer the preserve of TCAS equipped aircraft. More importantly, the ADS-B picture you can see in the cockpit can be much more accurate and information rich than a simple TCAS display.

4 reasons for a TA60:

1. Traffic awareness
2. Compact, light solution
3. Dual antenna option
4. Integrates your ADS-B solution

Complete your ADS-B Solution

With an ADS-B Out capable transponder and a GPS the new TA60 series of ADS-B receiver completes your ADS-B solution. By adding an ADS-B receiver to your aircraft you can see the same picture as ATC on your cockpit display. This is called ADS-B In.

But the TA60 series does even more than that. The TA60 can integrate your whole system. With the flexible interface options of the TA60 and its optional built-in GPS receiver it can actually integrate the equipment you already have installed.

Display Compatibility

The TA60 can display traffic on a wide range of cockpit displays, including those from Aspen, Avidyne and Garmin, and most other ARINC 735 compatible displays. Traffic can also be displayed on compatible handheld displays (such as Garmin 495 and 695 series).

TRIG

ADS-B

ADS-B is coming. A key part of Next Generation avionics, ADS-B provides a datalink for air-ground surveillance and for air-air surveillance. ADS-B is the future technology that will enhance – and in some cases replace – current radar surveillance. Instead of relying on interrogation by surface radar, an ADS-B equipped aircraft uses GPS positioning to determine its position, and reports it directly in a broadcast data message. This data link uses Mode S transponder technology in the 1090 MHz Extended Squitter, and is already available in existing Mode S transponders.

Situational Awareness

With ADS-B In, awareness of nearby traffic is no longer the preserve of TCAS equipped aircraft. More importantly, the ADS-B picture you can see in the cockpit can be much more accurate and information rich than a simple TCAS display.

With ADS-B In the display can show call-sign, speed and direction information, relative altitude, and whether traffic is climbing or descending, and can even be used for separation and traffic following, subject to ATC discretion.

The TA60 family includes audio alerting of potentially conflicting traffic, and those traffic call-outs can include direction and distance – “Traffic, 11 O’clock, Two Miles”.

TA60 Family Members

Entry Level: The TA62.

The TA62 is a Class A0 device, intended for basic VFR operations – it provides an aid to visual acquisition of traffic and conflict detection, and also provides enhanced situational awareness on the airport surface. The TA62 will meet the needs of most GA pilots.

IFR Level: The TA63.

The TA63 is a Class A1 device, intended for IFR operations. It embodies a higher receiver capability than the TA62, and subject to operator approval can be used for ADS-B based station keeping.

High Performance: The TA64.

The TA64 is our high specification receiver; certified to Class A2 it can be used in turbine aircraft as a cost effective adjunct to existing TCAS installations, bringing additional situational awareness to EFB and MFD displays.

Specifications

System:	TA62	TA63	TA64
Equipment Class:	Class A0	Class A1	Class A2
Diversity:	Optional	Optional	Standard
Certification Standard:	ETSO C166a and TSO C166b		
Compliance:	DO260B, DO160F, DO178B level B, DO254		
Supply Voltage (DC):	10 – 33 V		
Typical Consumption (14V):	0.2 A		
Operating Temperature:	-40 to +70 C		
Weight:	0.77 lb (350 g)		
Dimensions:	62 x 47 x 141 mm		



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