



## Safety in Numbers

For over 10 years, pilots have trusted SkyWatch® Collision Avoidance Systems to help them fly safely. SkyWatch was the first active collision avoidance system certified for General Aviation (GA). More than 9,700 systems are installed in aircraft ranging from single engine airplanes to helicopters to luxury business jets. SkyWatch is so trusted it is the preferred choice of top aircraft manufacturers worldwide. With an unmatched warranty and years of collision avoidance development, SkyWatch is the original "No Compromise" collision avoidance system.



Now the SkyWatch 497 system offers the new Verbal Intruder Positioning (VIP) extended audio alerting as an option. SkyWatch with VIP announces the range, bearing and relative altitude of any threat aircraft through the cockpit's audio system. Pilots will hear warnings such as:

**"Traffic - 12 O'Clock High - 3 Miles"**

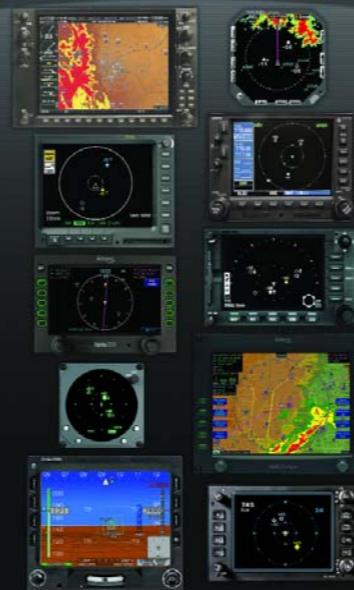
The new VIP capability is included in all SkyWatch 497 systems. Current SkyWatch 497 owners can even upgrade to take advantage of VIP features. Visit [www.FlySkyWatch.com](http://www.FlySkyWatch.com) for more SkyWatch VIP details.



## The Most Displays

No other collision avoidance system offers more display options than SkyWatch. Whether viewing traffic on a dedicated display or overlaid on an MFD's moving map, SkyWatch has you covered. Additionally, SkyWatch has the flexibility to drive multiple displays simultaneously, and in different configurations.

The SkyWatch HP model offers an additional ARINC 429 output for interface with compatible EFIS displays such as the Collins Pro Line 21, Pro Line 4, Pro Line II series and the Universal MFD-640.

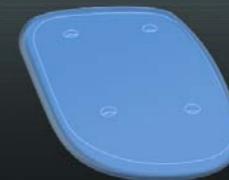


Depending on your display option, the SkyWatch System:

- > Tracks up to 30 intruder aircraft simultaneously and displays 10 or more of the most threatening
- > Displays traffic out to 11 nmi (SkyWatch) or 35 nmi (SkyWatch HP)
- > Interfaces with Stormscope® WX-1000 CRT display
- > Features a unique "Look Up/Look Down" mode which highlights specific layers of relative altitude - useful during climbs, descents and takeoffs

Visit [www.FlySkyWatch.com](http://www.FlySkyWatch.com) for Additional Display Details

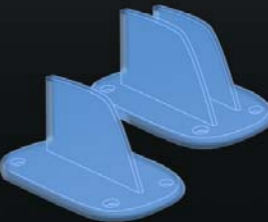
## Advanced Antenna Design



SkyWatch Quadrapole Antenna

The SkyWatch system's antenna was designed to TCAS specifications for GA aircraft. Not only does the single antenna reduce installation costs, but the performance meets or exceeds that of dual antenna systems. SkyWatch's antenna also reduces the number of holes in your aircraft's skin as well as interference to/from other antennas. Unique to the SkyWatch antenna is a self-test and calibration feature that constantly maintains the bearing accuracy of tracked targets. With it, the SkyWatch system offers the most precise traffic positioning information, updated every second on your display.

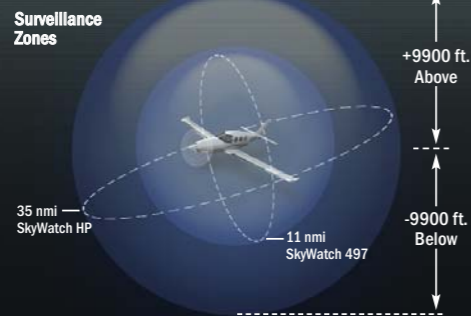
Some other traffic systems rely on two omni-directional (dipole) antennas to perform the task of SkyWatch's single antenna. These antennas, which were originally designed for transponders, are unable to be calibrated and can produce target bearing anomalies that exceed 45°. In these systems, the top antenna interrogates fore and aft, while the lower antenna monitors side to side. Since these dipole antennas must rely on each other for information sharing, both antennas must be able to acquire the target in order for their data to be reliable. If both antennas do not agree, the system will omit bearing information or drop the target altogether.



Other Traffic Systems' Dipole Antennas

## Unmatched Performance

SkyWatch actively monitors the airspace around an aircraft and indicates where to look for nearby transponder-equipped aircraft that may pose a collision threat. After receiving replies to its Mode C type interrogations, the SkyWatch system computes the responding aircraft's range, bearing, relative altitude and closure rate – predicting potential traffic conflicts within an 11-mile (SkyWatch) or 35-mile (SkyWatch HP) range. If a potential conflict exists, SkyWatch will issue an aural traffic alert through the aircraft's audio system and display the visual target using TCAS-like symbology.



The SkyWatch system is well suited for GA and helicopter applications while the SkyWatch HP model is designed for higher performance aircraft such as turbo-prop and light jets. Both SkyWatch systems are designed to TCAS specifications and offer superior performance over other GA traffic systems.

The powerful SkyWatch systems provide GA pilots with unrivaled surveillance ranges. Unlike other systems that limit your aircraft's performance, the SkyWatch systems' 55,000-foot operational ceiling and 19,800-foot vertical range offer pilots complete traffic coverage regardless of where they fly or their performance parameters.

## Simplified Inter-Connectivity

The SkyWatch systems' straight-forward design minimizes equipment incompatibility issues and limitations in performance. Other systems may require extra converters, expensive installations or offer limited features with their quoted price. For example, accurate target data requires heading from an external source such as a Synchro Heading Source. Other collision avoidance systems may not offer a heading input or require expensive ARINC 429 digital inputs, which are usually found in newer and more expensive aircraft. SkyWatch has the flexibility to accept both the more prevalent Synchro Heading input as well as the ARINC 429 digital input and offers much more accurate target positioning than the competition.



## SYSTEM COMPARISONS

	SKYWATCH 497	SKYWATCH HP	AVIDYNE TAS600	AVIDYNE TAS610	AVIDYNE TAS620
Targets Displayed	10	10	9	9	9
Display Range	11 nmi	35 nmi	7 nmi	12 nmi	21 nmi
Operating Altitude	55,000 ft max.	55,000 ft max.	18,500 ft max.	25,000 ft max.	55,000 ft max.
Vertical Range	+/- 9,900 ft	+/- 9,900 ft	+/- 3,500 ft	+/- 3,500 ft	+/- 9,900 ft
Cooling	Internal fan	Internal fan	None	None	None
Antennas Required	1 quadrapole	1 quadrapole	2 dipole	2 dipole	2 dipole
Antenna Specifications	TCAS	TCAS	Transponder	Transponder	Transponder
Heading Inputs	429 or Synchro	429 or Synchro	No inputs offered	429 only	429 only
System Warranty	5-Years	5-Years	2-Years	2-Years	2-Years

## The Most Reliable & Trusted Collision Avoidance System for General Aviation

