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**TAWS DEADLINE DRAWING NEAR**

As almost every aircraft owner knows by now, the FAA mandate deadline for Terrain Awareness and Warning System (TAWS) is quickly approaching. The deadline is March 29, 2005. According to many FAA sources this deadline will not be extended. In so many words, the FAA has given affected aircraft owners 5 years to comply with this mandate.

In case you somehow are not aware of this mandate or you do not realize if you are affected or not, here are the basics for the TAWS mandate:

- All turbine aircraft must have Forward Looking Terrain Awareness (FLTA)
- Classic GPWS is NOT considered terrain awareness for the TAWS mandate.

- Class A TAWS requires terrain display and other system interfaces (e.g. radio altimeter).
- Class B TAWS requires terrain awareness via voice callouts.

- Part 91 turbine aircraft configured with 6 or more passenger seats must be equipped with Class B TAWS
- Part 135 turbine aircraft configured with 6-9 passengers must be equipped with Class B TAWS
- Part 135 turbine aircraft type configured with 10 or more passenger seats must be equipped with Class A TAWS
- Part 121 turbine aircraft regardless of seating configuration must be equipped with Class A TAWS

- All turbine aircraft's Flight Manual must contain approved procedures for the use of TAWS and proper pilot/copilot reaction to the TAWS visual and/or audio warnings.

- TAWS is not required on piston engine aircraft but is an excellent safety investment if you fly over mountains or into hazardous airports in IFR conditions.

Many aircraft owners somehow still believe that they are either not affected or simply do not understand the basics of the mandate. Many turbine aircraft owners/operators with traditional, classic Ground Proximity Warning Systems (GPWS) believe that they are in compliance with the mandate. Classic GPWS does not provide Forward Looking Terrain Awareness (FLTA) as detailed in the TAWS mandate.

By March 29 2005, turbine aircraft owners without the appropriate TAWS installation for their aircraft will be grounded.

The longer many aircraft owner/operators wait to equip their turbine aircraft with the appropriate TAWS system, the greater the expenses and difficulties for installation completion will become. Aside from obvious narrowing of schedule openings for approved TAWS installation facilities, the manufacturers of FAA approved TAWS equipment will experience backorders and shipping delays. In fact, as of March 2004, some manufacturers are already quoting lead-times for related TAWS equipment. These lead-times will only lengthen and become more prevalent as the March 29 2005 deadline approaches.

**Therefore, the time to initiate TAWS installation into your turbine aircraft is now!**
Southeast Aerospace is an approved sales, service, and installation service center for all major TAWS equipment manufacturers. Factory trained and field experienced representatives can assist you in fitting your aircraft with the most cost effective and practical TAWS system for your aircraft.

Many options are available for all types of turbine aircraft. From intricate Class A TAWS interfacing to existing radar indicators or MFDs to less intricate Class B installations, Southeast Aerospace has the personnel on hand to detail every part of the TAWS mandate and installation for you.

Since we realize how many aircraft owner/operators are still pending for TAWS installation, Southeast Aerospace has made special considerations in their service and installation department to meet these critical requirements. In addition, Southeast Aerospace has taken great measures to ensure that TAWS equipment is available at all times in their stock inventory to ensure downtimes are at a minimum.

Southeast Aerospace welcomes the opportunity to show you our industry acclaimed and unwavering customer support and service. Thank you for your consideration and we look forward to serving you!

UPDATE  March 1, 2005
As of March 1st 2005, there are no plans by the FAA to extend the March 29th deadline or provide any extensions for owners/operators who have had ample time to comply with the mandate. Quite simply, the general consensus is that four years were provided to allow all affected aircraft to comply with the mandate. Marketing efforts were made by all TAWS manufacturers and numerous sales & installation facilities to advise owners/operators of the mandate and the necessary measures to comply.

As the deadline draws closer, most installation facilities will not have open schedule dates to accommodate last minute fulfillment. In addition, most TAWS manufacturers are experiencing backorders with equipment as a result of the increase in demand and need for those to comply by the March 29th deadline. However, these schedule and equipment delays will not be grounds for the FAA to extend the deadline or provide extensions since 4 years has been ample time for compliance.

UPDATE  March 3, 2005
Availability for some TAWS equipment has become extremely scarce and random at best. This is especially true for the Bendix/King KGP-560/860 and Honeywell Mark (MK) series units. If you have not complied yet and require the Bendix/King or Honeywell EGPWS units, you may not be able to comply by the March 29th deadline. Please contact Southeast Aerospace or your local dealer immediately for more information on the Bendix/King and Honeywell EGPWS products.

Currently, Southeast Aerospace is experiencing no delays with the availability of the Sandel, Garmin, and L3/Goodrich TAWS products. Southeast Aerospace actually has most of these TAWS products in stock. Please contact us today for TAWS needs as we may still be able to accommodate you before the March 29th deadline. Don’t wait any longer, call today!

UPDATE  March 8, 2005
Exactly 3 weeks until the March 29 deadline.

Availability of TAWS equipment from manufacturers continues to get more scarce. All OEMs are reporting slight if not lengthy backorders on TAWS components. The Sandel ST3400 and
L3/Goodrich Landmark TAWS units can be considered for equipment needed in short time periods. Garmin is experiencing backorders on GNS-530/GPS-500 TAWS products ranging from 2-3 weeks. Honeywell – Bendix/King is experiencing very long delivery times and backorder processing for their EGPWS and TAWS products with no expectations for these delays to improve.

Owners/operators with mid to larger corporate aircraft who have not addressed the TAWS requirement for their aircraft may encounter great difficulties in finding an installation facility to provide their TAWS solution by March 29th. As mentioned, most installation facilities will not only be unable to accommodate scheduling for last minute requirements but equipment as well.

If you have not addressed TAWS for your aircraft by now, there is a very good probability that your aircraft will be grounded (or flying in violation) in 3 weeks. Once again, the FAA will not be approving extensions for owner/operators who fail to comply.

UPDATE March 11, 2005
The scramble for many aircraft owner/operators who have put off the TAWS mandate is in full effect. Southeast Aerospace has confirmed with the FAA that indeed there will be no extensions granted.

Garmin is now experiencing delays with their GPS-500/GNS-530 TAWS products due to a software recall on version 5.03. If you operate a GPS-500 or GNS-530 with software 5.03, do not carry out DME ARC approach procedures with your unit. Garmin will be issuing a new software revision (5.04) within the next week. As mentioned, due to this software recall/issue, the production and shipping of Garmin TAWS products has been set back at least 1 week.

Due to the current lead-times on TAWS equipment from all OEMs, there is currently not a off-the-shelf option in most cases. The probability of finding a dealer with TAWS product that has not been reserved already is extremely rare if not nonexistent.

At this point, if you are going to try and comply with the TAWS mandate by the end of this month or anywhere around that date, Southeast Aerospace would recommend either the Sandel ST3400 or L3/Goodrich Landmark TAWS products due to their relatively minimal lead-times currently. If you have questions regarding interface options and features of these products, we are fully prepared and ready to answer any of your questions even if you are not going to purchase our services or products.

UPDATE MARCH 21, 2005
Slightly more than week remains before the TAWS deadline. Many aircraft owner/operators asking the FAA for extensions. The only known extensions are being given to those who are purchasing non-TAWS equipped aircraft at this time. Extensions will not be given to those who have had time to comply.

Delivery of TAWS equipped continues to be erratic and unpredictable at times.

For those considering Honeywell – Bendix/King TAWS equipment, you may be unable to meet the TAWs deadline. Most shops already have reservations for any Honeywell – Bendix/King TAWS equipment that is not currently being used. Honeywell (Redmond, WA) EGPWS computers (MK products) are currently on a 60 day backorder. The flow of KGP-560/860 computers even to those dealers who planned ahead and backordered these units (i.e. Southeast Aerospace) is unpredictable.
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at best. As mentioned, unless you find a dealer who excess of the Honeywell TAWS/EPGWS products for some reason, then you will not be able to meet the TAWS deadline with these products.

Garmin has resolved their software issue with the GNS-530/GPS-500 TAWS units, therefore they have reinstated their TAWS upgrade program. Current turn-time for the GPS-500/GNS-530 TAWS upgrade to existing units is approximately 1 week or better. Delivery of new GNS-530/GPS-500 TAWS units is currently 1-2 weeks.

Sandel is experiencing no delays or backorders with their ST3400 Class B units. There is approximately a 1 week lead-time for Class A units.

L3/Goodrich is reporting stock delivery for both of their TAWS systems – Landmark 8000 and 8100.

UPDATE APRIL 14, 2005
Many owner/operators remain out of compliance with the TAWS mandate despite the passing of the March 29th deadline. Although aware of the TAWS situation, many owner/operators seem to be unaware of confused with the fact that any aircraft with 6 or more seats must have a TAWS system installed. This is not an option. Please see Southeast Aerospace’s Frequently Asked Questions section (go to http://www.seaerospace.com/tawsfaq.htm) for answers to all of your questions regarding TAWS compliance, aircraft airworthiness, type certifications, applicable operations, and more.

Backorders and other technical/quality issues continue to persist with certain manufacturers. Honeywell is slowly shipping their Bendix/King KGP-560/860 product line to backordered dealers. The flow is not steady and very inconsistent. Serious quality control/technical issues continue to halt all shipments of Honeywell Redmond’s MK series Class A EGPWS products. In fact, it is reported by Honeywell that shipments of MKVI computers in particular could be delayed until some time in May.

Sandel ST3400, L3/Goodrich Landmark, and Garmin 500 TAWS products continue to be available with reasonable delivery schedules.

Aircraft in the Class B TAWS requirement category appear to make up the majority of those who are still not TAWS compliant. Surprisingly enough, some owner/operators of these types of aircraft, do not understand what a certified TAWS system includes. Please note that altitude alerters, generic altitude monitoring devices, and original GPWS products are not TAWS compliant. Only the products that specifically indicate the TAWS TSO numbers are certified, approved TAWS products.

If you do not understand what a certified TAWS (terrain system) entails or have any confusion about the issue and implications in general, highly skilled personnel are available at Southeast Aerospace to answer any of your questions or concerns.