

TIGM II

GEC SENSORS

NAVIGATION FLIR POD



- Night and poor weather capability
- Increased aircraft utilisation
- Reduced aircrew workload
- Fully automatic operation
- Cost effective high performance
- Multi aircraft compatibility
- 1553 databus interface

www.rochesteravionicarchives.co.uk

V5036 Pod Data

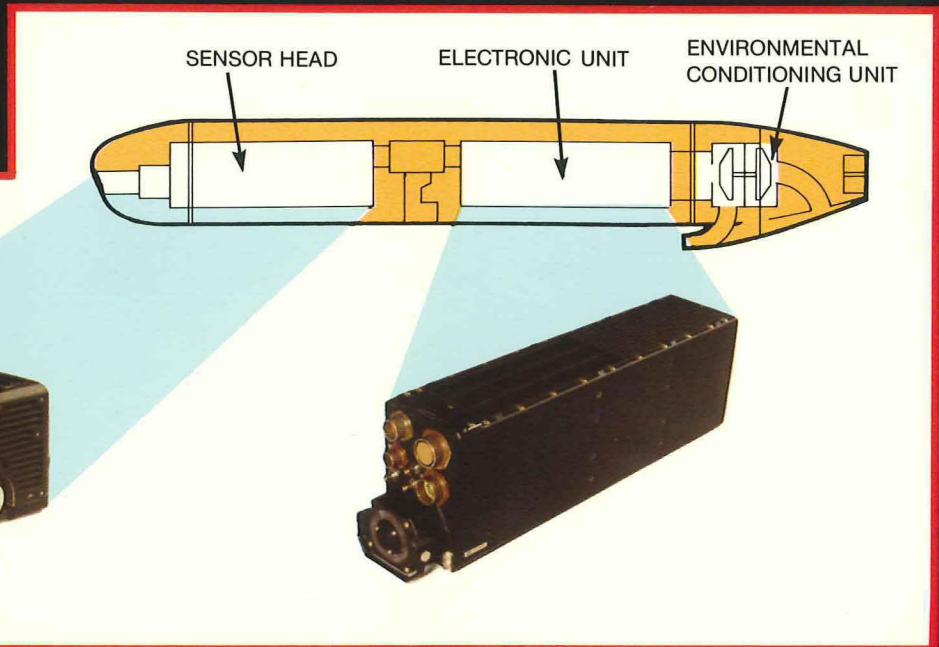
Mechanical	: Length 95" (2413 mm) nominal	
	: Diameter 10" (254mm) nominal	
	: Weight 220 lbs (100 kg) nominal	
Mechanical Interface	: To meet aircraft requirements or Nato standard pylons	
Electrical Input	: +28V DC (21-32V range) 115/200V 400 Hz (three phase)	
Power Requirement	: 211W Typical } 28V DC	
	: 316W Maximum }	
	: Plus 146 VA 115V AC	
Operating Temperature	: -40°C to 70°C	
Time to Readiness	: 2.5 to 4 minutes from 20°C typical	
Maximum Speed	: Mach 1.2 at 40,000 ft. Flight cleared to 9g.	
Interface	: 1553 databus and/or discrete hardwired	
Pod Cooling	: Self contained Environmental Conditioning Unit	
Video Output	: 525 lines 60 Hz RS170 composite	
	: alternative 625 lines 50 Hz CCIR System 1 composite	
Optical	: Field of view selected to match aircraft Head Up Display 1:1	
Sensor Cooling	: Closed cycle cooling engine	
Built-in-Test	: Automatic fault detection and isolation	

The system employs TICM II based modular FLIR units which are in production for the UK Ministry of Defence to equip RAF and USMC aircraft.

The unique SPRITE detector and advanced signal processing combine to give outstanding FLIR image quality.

This provides the pilot with the confidence essential for safe low level night time missions and increases aircraft utilisation.

The system also provides fully automatic "hand's off" operation for reduced pilot workload. BITE and "On Condition" maintenance ensure maximum equipment availability.



This document gives only a general description of the product(s) and shall not form part of any contract. From time to time changes may be made in the products or in the conditions of supply.

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