

TICM II

GEC SENSORS

ATLANTIC

Nav/Attack FLIR

**Airborne
Targeting
Low
Altitude
Navigation
Thermal
Imaging
and
Cueing**



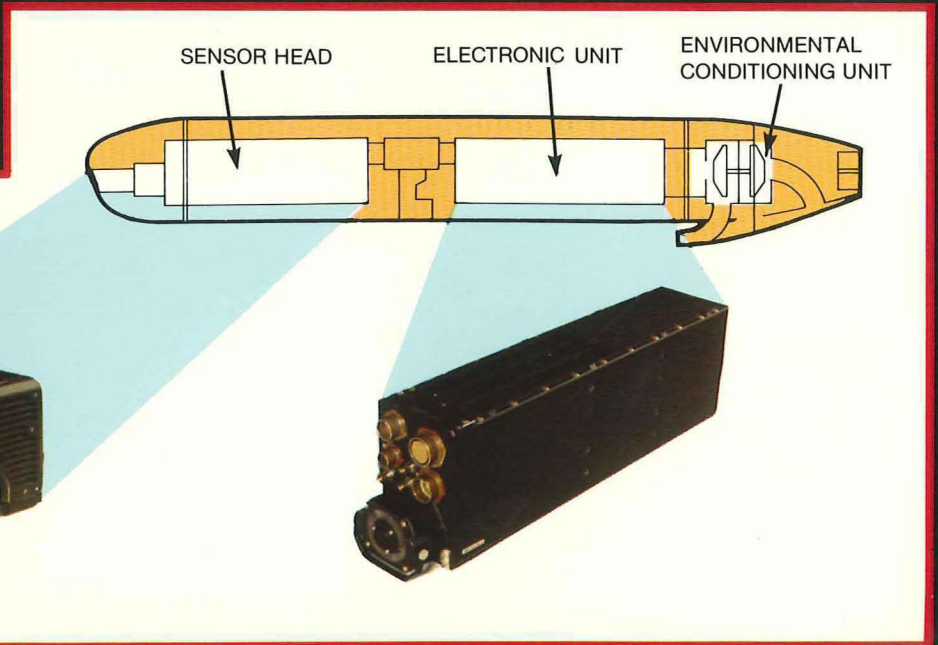
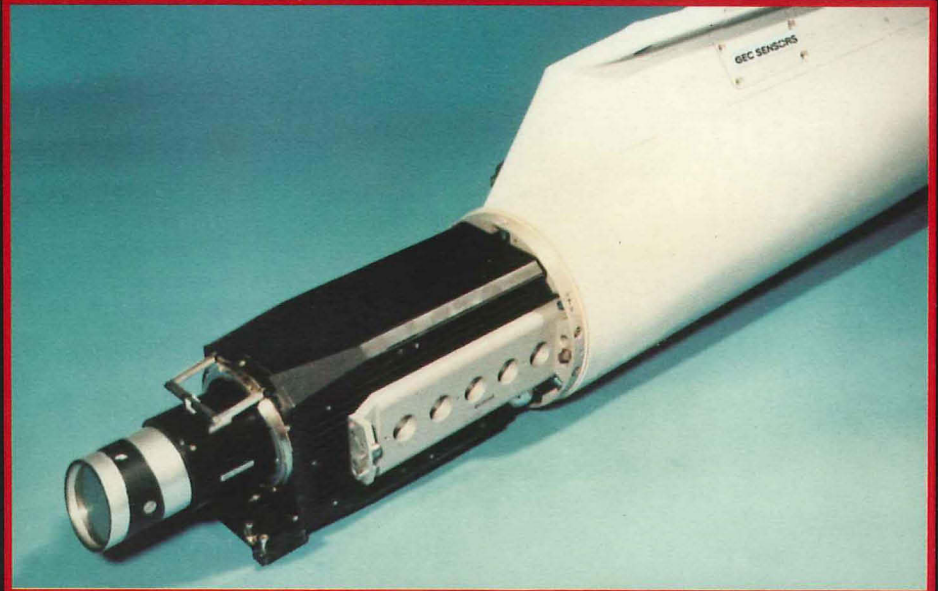
- Night and poor weather capability
- Increased aircraft utilisation
- Fully automatic operation
- Cost effective high performance
- Multi aircraft compatibility
- 1553 databus interface
- Early target detection by thermal cueing
- Handover to weapon system

V5035 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 being supplied to 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.

Automatic system operation and the incorporation of thermal cueing for early target detection reduces pilot workload while increasing weapon delivery opportunities. 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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