

KTA 970  
Traffic Alert Collision Avoidance System  
(TCAS I)

KMH 980  
Multi-Hazard Awareness System



**SEAMLESS SAFETY INTEGRATION THROUGH IHAS**

**BENDIX/KING®**  
EQUIPPED WITH CONFIDENCE.

KTA 970

TCAS I

KMH 980

## Multi-Hazard Awareness System



Shown here displayed on a KMD 850 Multi-Function Display

### TOP FLIGHT INFORMATION

Like our TCAS II/ACAS II systems, the KTA 970 and KMH 980 work by interrogating the ATC transponders of other aircraft in flight, then processing that information to clearly display the positions of those other aircraft. The Bendix/King traffic systems can track up to 60 aircraft and display information on up to 30. Eight pilot-selectable ranges from 2 nm to 40 nm show three levels of intruders: non-threat, proximity intruder and Traffic Advisory (TA).

### AERODYNAMIC ANTENNA

The KTA 970 and KMH 980 feature two directional antennas, each weighing less than a pound, and taking up a third the space of traditional TCAS antennas. The directional antennas, one placed on top of your aircraft, the other on the bottom, minimize own-aircraft shadowing and maximize range. A bottom omni-directional antenna is also available for aircraft with fixed gear.

Measuring only 3.5 in. wide by 5.95 in. deep and weighing less than a pound, the KA 815 directional antenna is the smallest and lightest TCAS antenna available today - simplifying

### *Leadership and Experience*

With more than 10,000 TCAS II/ACAS II installations on more than 325 aircraft types, Honeywell is the overwhelming choice in collision avoidance for airline and corporate pilots. Honeywell now combines the unmatched flexibility of Integrated Hazard Avoidance System with the reliability and capability of TCAS I to create the new KTA 970 and KMH 980 systems. The KTA 970 delivers TCAS I while the KMH 980 Multi-Hazard Awareness System contains the powerful formulas of both Honeywell's TCAS I and Enhanced Ground Proximity Warning Systems - a powerful duo for safety in the sky.

installation, minimizing interference with existing antennas, and reducing drag.

### TRAFFIC SYMBOLS

Bendix/King utilizes industry-standard TCAS symbology. The number shows the hundreds of feet the aircraft is above (+) or below (-) your aircraft. An arrow will appear, facing either up or down, if the aircraft is climbing or descending at a rate of 500 feet per minute or greater.

#### *Non-Threat Traffic*

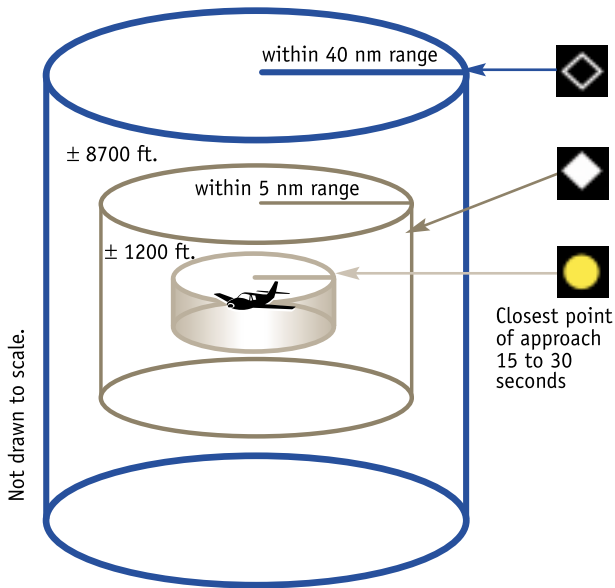
At a relative altitude more than  $\pm 1,200$  feet or at a range over 5 nm, an open white diamond indicates that the intruder is not yet considered a threat.



#### *Proximity Intruder Traffic*

An intruder within  $\pm 1,200$  feet relative altitude and/or at a range under 5 nm is displayed as a solid white diamond if not considered a threat.





### Traffic Advisory (TA)

An aircraft's symbol changes to a solid yellow circle when the system determines a potential conflict with another aircraft.



Depending on your own altitude, the system will display a TA when time to Closest Point of Approach (CPA) is within 30 seconds. An audible warning will sound and, on the KMD 550 and KMD 850, the screen can be configured to automatically switch from the active screen to the traffic screen.

### INCREASE RANGE

The KTA 970 and KMH 980 benefit from flexible display volumes. The systems display aircraft up to 8,700 feet above or below your aircraft. On takeoff, you can select the "above" view, and the system will display traffic 8,700 feet above and 2,700 feet below to concentrate on the space above you; on approach, you can select "below" and the system will display traffic 2,700 feet above and 8,700 feet below. Enroute, a "normal" selection will track aircraft 2,700 feet above and below your aircraft.

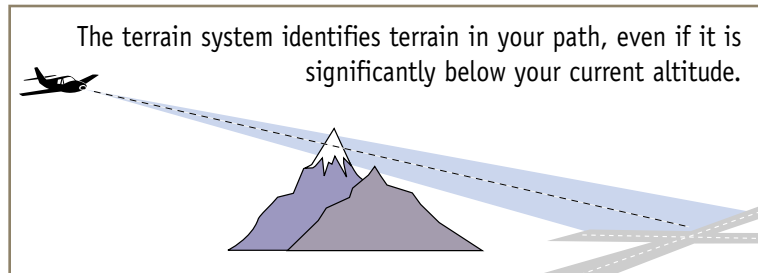


### INTEGRATE TERRAIN

The KMH 980 Multi-Hazard Awareness System blends the capabilities of TCAS I with the features of the KGP 560 Enhanced

Ground Proximity Warning System (EGPWS).

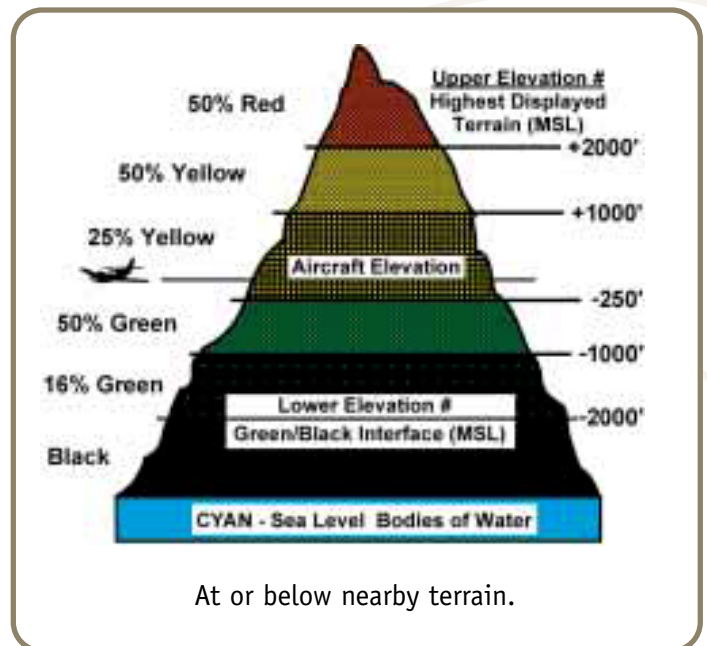
Incorporating much of the same terrain database technology found in our air transport EGPWS, our GA-EGPWS was specifically developed to protect light turbine and piston aircraft from the threat of Controlled Flight Into Terrain (CFIT). Based on Honeywell's proven CFIT alerting algorithms, our EGPWS provides advanced alerting while virtually eliminating nuisance warnings.



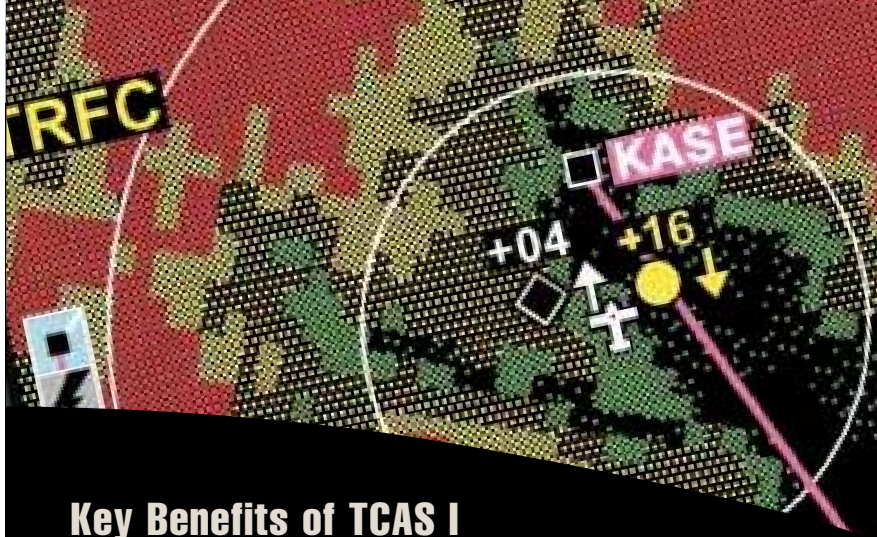
### CHECK OUT THE LANDSCAPE

CFIT is one of the leading causes of General Aviation fatalities. In addition to being TSO'd to C151 Class B TAWS requirements, the KMH 980 provides worldwide terrain database coverage, broken down into three regions - Americas, Pacific or Atlantic. The terrain display depicts terrain ahead of the aircraft, MSL altitude, Magnetic Track, Range in nm, and the elevation of the highest and lowest terrain features shown on the display.

Terrain is represented by different colors, adjusting as your aircraft altitude changes. Terrain can be shown ranging from 2.5 nm to 320 nm and viewed at 360° or a 120° forward-looking view.



At or below nearby terrain.

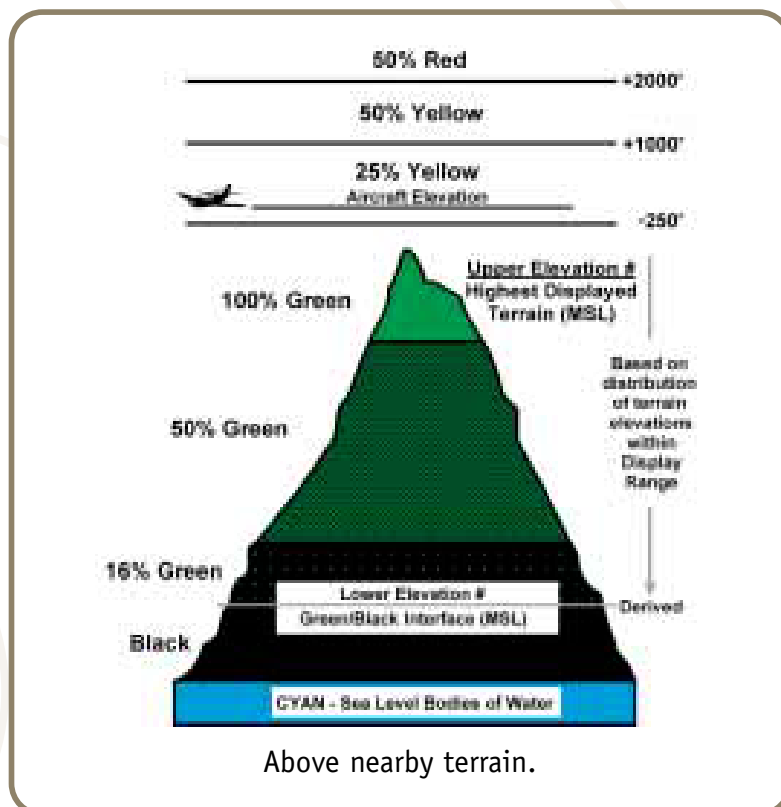


## Key Benefits of TCAS I

- Active interrogation
- Displays traffic up to 40 nm
- Tracks up to 60 targets
- Displays up to 30 targets
- Displays 8 ranges from 2 nm to 40 nm
- Antenna weighs less than a pound
- 1200-knot closure rate
- Up to 10,000 feet per minute vertical track rate

## Key Benefits of EGPWS

- CFIT protection in a compact package
- Meets TSO-C151 Class B requirements
- Worldwide terrain database coverage





*IHAS 8000*

## *The IHAS Connection*

As revolutionary as the KTA 970 and KMH 980 are by themselves, they offer even greater capability as an element of the Integrated Hazard Avoidance System (IHAS).

Either system is available as part of IHAS 5000 (*for non-radar-equipped aircraft*) or IHAS 8000 (*for radar-equipped aircraft.*) These systems integrate the four major airborne safety systems: positioning, weather avoidance, traffic advisories and terrain warning — on one easy-to-read Multi-Function Display.

IHAS is simply the most comprehensive safety and situational awareness system ever offered to General Aviation.



*IHAS 5000*



## KMH 980 MULTI-HAZARD AWARENESS SYSTEM

**Width:** .....4.5 in. (11.4 cm)  
**Height:** .....7.0 in. (17.8 cm)  
**Depth:** .....13.8 in. (35.1 cm)  
**Weight:** .....9.68 lbs. (4.39 kg)  
**Temperature Range:** .....-55°C to +70°C  
**Power Input:** .....22-30 VDC  
**Certification:** .....FAA TSO C118 and C151a Class B  
**Altitude:** .....51,500 ft. unpressurized

## KTA 970 TCAS I

**Width:** .....4.5 in. (11.4 cm)  
**Height:** .....7.0 in. (17.8 cm)  
**Depth:** .....13.8 in. (35.1 cm)  
**Weight:** .....8.75 lbs. (3.97 kg)  
**Temperature Range:** .....-55°C to +70°C  
**Power Input:** .....22-30 VDC  
**Certification:** .....FAA TSO C118  
**Altitude:** .....51,500 ft. unpressurized

## KA 815 DIRECTIONAL ANTENNA

**Width:** .....3.5 in. (8.9 cm)  
**Height:** .....2.7 in. (6.9 cm)  
**Depth:** .....5.95 in. (15.1 cm)  
**Weight:** .....0.95 lb. (.43 kg)

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**Policy Notice:** Avionics installations require special skills, tools and test equipment. Our limited warranty is valid only for equipment installed in accordance with our sales and service policies.

In keeping with our policy of continual product improvement, designs and specifications may be altered without notice.

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