NAVIGATION NEWS III/2022

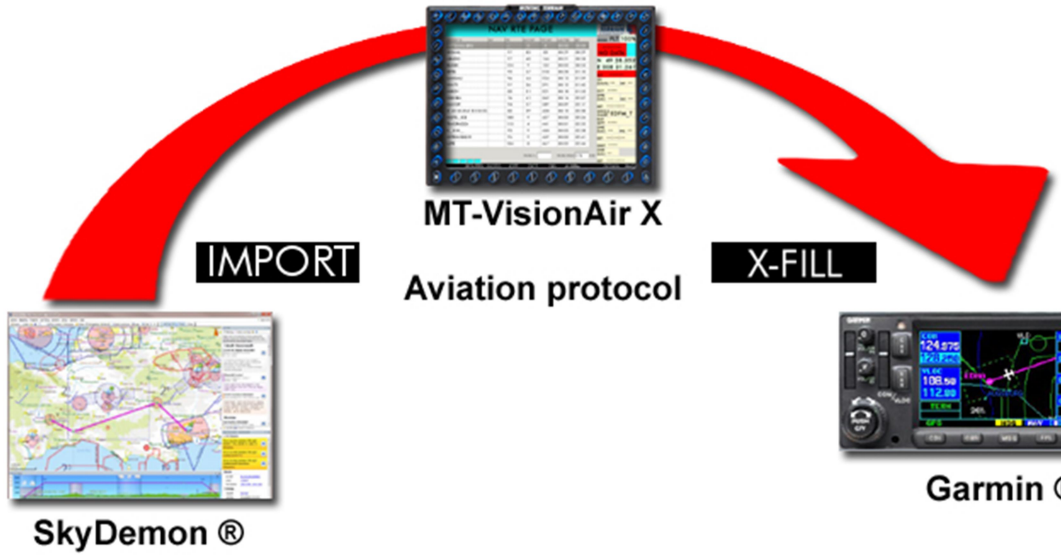
MT Air Navigation Systems

MOVING TERRAIN Aktiengesellschaft

*** NEW FEATURE *** NEW FEATURE *** NEW FEATURE *** NEW FEATURE *** NEW FEATURE *** NEW FEATURE *** NEW FEATURE *** NEW FEATURE ***

Easy Route Transfer to Garmin via Aviation Protocol

There is a more convienent way to compile a route in Garmin units:
You can use MT-VisionAir X to crossfill a route to Garmin i.e. VFR with SkyDemon ®.



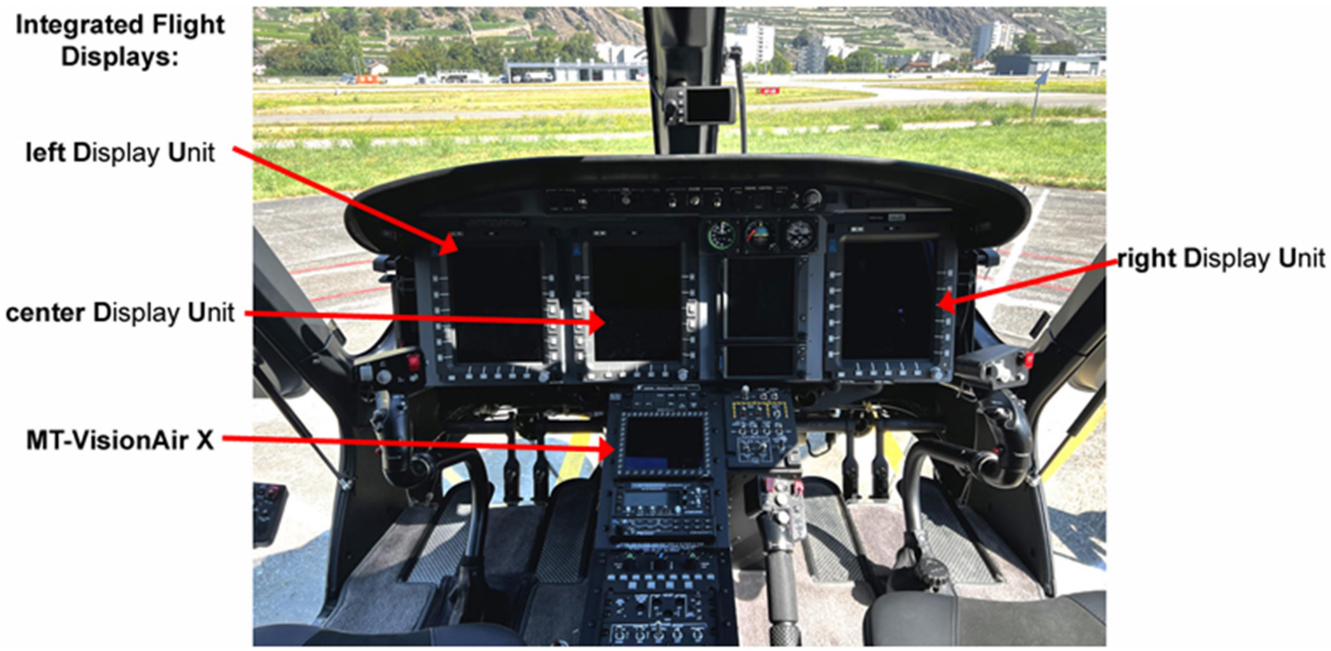
It is sent to Garmin – exactly like the XFILL function between 2 Garmin devices.

*** NEW FEATURE *** NEW FEATURE *** NEW FEATURE *** NEW FEATURE *** NEW FEATURE *** NEW FEATURE *** NEW FEATURE *** NEW FEATURE ***

MT-VisionAir X in Bell429 – Mirrored on 2 Center Display Units

To **improve situational awareness** the owner deliberately wanted MT-VisionAir X installed in his **Bell429** to assist during visual flights and possibly upcoming worse weather condition.

He prefers to have MT-VisionAir X **fix and permanently** installed to benefit on all flights.



Complete cockpit

Before delivery of the helicopter Bell Textron Inc., Tennessee, considered the **possibility to mirror the MT image** on the center and left DU (display unit).

2D Moving map display during flight on center DU

A change of view from the outside directly to one of the DU's is certainly more ergonomic than down to the MT in the center stack – especially in marginal weather conditions.

3D terrain awareness with obstacle warning on left DU

On the other hand the MT-VisionAir X is well placed in the IFR center console outfit.

To make all this possible, the MT-VisionAir X was factory-built-in directly at Bell Textron Inc.

Interfaces to **TAS** (Traffic Advisory System) and **GTN** (Garmin Touch Navigator) were installed, so traffic as well as the active flight plan are displayed on MT-VisionAir X.

- The interfaces to a later installed **FLARM** and the **DVI** out device were already prepared by Bell.
- FLARM meanwhile has been installed and also interfaced to MT, which made the installation almost complete.
- The missing part was the video converter from DVI to the SMPT signal, which the DU's use as video input signal. To accomplish this, a DVI to SMPT converter was installed below the panel and connected via 2 coaxial cables with the DU's and connected with an Aviation DVI cable to the MT DVI out device.

Over all this ultimately led to the desired result.

Left DU in detail: Split screen 3D Terrain EFIS and 2D Moving Map + obstacle warning in 2D and 3D

Description of installation situation and pictures by Martin Kunz, Airport Helicopter AHB AG.

Your MT-Team

Moving Terrain AG | Air Navigation Systems | Sparenberg 1 | 87477 Sulzberg | Germany
www.moving-terrain.de | www.blitzplan.de | Tel. +49 (0) 8376 - 9214 - 11 | Fax +49 (0) 8376 - 9214 - 14

If you do not want to receive our newsletter any longer, please send an email to: office@moving-terrain.de