

## ST3400 TAWS – Who Needs It?

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The FAA answer is mandated aircraft owners/operators.

The real answer is *you* – especially if you fly single-pilot IFR. If you do, you deserve the tremendous safety benefit from the ST3400 TAWS.

It is well documented that as a pilot you have 10 to 100 times the probability of hitting the ground unexpectedly than you do hitting another aircraft in mid-air. This sobering fact is based on *actual accident statistics*. And one additional benefit of ST3400 TAWS is hard to quantify – the ability to see in real-time the underlying terrain during an in-flight emergency where you may be forced to descend.

### Benefits

The ST3400 is more than the sum of its parts. Its unique benefit is that it is the only TAWS display which is a *primary* display that sits directly in the pilot's field of view. It is in the combination of a primary terrain display and the TAWS TSO'd alerting functions that the ST3400 gains its great power. It is not time-shared with weather radar or other MFD functions. It gives a continuous, *advance* view of the terrain ahead which pushes decision making earlier and potentially far before any alert might actually occur.



**The safety benefit of placement of the terrain display in the primary instrument cluster**

## Who are the Mandated Owners?

The FAA has mandated that essentially all turbine aircraft be TAWS equipped by March, 2005, as follows:

FAA TAWS REQUIREMENT BY TYPE OF OPERATION		
Class	Type of Operation	Number of Passenger Seats
Class A	FAR Part-121	ANY
Class A	FAR Part-135	10 or more
Class B	FAR Part-135	6-9
Class B	FAR Part-91	6 or more

If you own or operate a turbine aircraft, most probably you are affected by this mandate. But even if you don't, you may still want to consider the safety implications of having a system which at all times continually monitors for unsafe flight conditions.

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