

**P R O V E N**

## Quality, Dependability and Reliability

You know and respect the Avtech product line. And through its acquisition of West Coast Specialties (WCS), Avtech has added a new dimension of custom electro-mechanical control and lighted display products for the aerospace industry. With its experience and resources, Avtech can provide turnkey solutions – producing the product you need quickly and cost-effectively.



### Crew Warning Panels

Avtech utilizes advanced legend and filter production capabilities to deliver the most effective crew warning panels in the industry. Installations range from small GA aircraft to large commercial aircraft.

With our dead front panel design, the pilot's attention will only be alerted when the high resolution, brilliantly colored warnings are displayed.

- Options range from status display only to integrated airframe system monitoring and voice/tone alerting
- Integration with Master Caution / Master Warning systems
- Industry leading legend design provides high resolution displays
- LED backlighting for low power consumption and high reliability
- Integrated aural warning with voice or tone alerts
- Analog or digital aircraft interfaces available
- Front or Rear instrument panel mounting options available
- Night Vision (NVIS) capable panels for military applications

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**avtech**   
*Ideas That Fly*  
An Aviation Technologies, Inc. Company

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The 445 series Warning Caution Annunciator and Tone System (WCATS) was designed for use on a corporate jet. The 445 is a LED backlit, 77 channel master caution, master warning annunciator panel which also provides audible tones associated with specific warning messages.



The 504 series crew warning panel was designed for the Piper Meridian aircraft. It provides up to 32 channels of airframe system condition annunciation. The inputs may be "ground seeking" or 28VDC. The legends are front removable to allow for display customization without disturbing the internal electronics. The 504 also provides an optional external interface for a landing gear position annunciator.



The 440 series, LED backlit, crew warning panel is designed for a wide variety of aircraft and offered with NVIS/NVG filters for heavy lift military transport aircraft. The 440 provides up to 20 channels of "ground seeking" inputs to monitor airframe system condition. Eight input inverters are also provided which convert "open to 28VDC" signals to "ground seeking". The legends are front removable to allow for display customization without disturbing the internal electronics. The optional 498 series panel is utilized with the 440 and 504 series panels to provide annunciation of the gear position (Left, Nose, Right, Unsafe).



The 442 series LEFSA (Leading Edge Flap Slat Annunciator) is installed as standard equipment in the aft overhead panel on the B737NG aircraft. The panel displays the position of the flaps and slats. The TRANSIT lights (amber) display when the leading edge devices are in transit; the EXT or FULL EXT lights (green) depict the slat and flap position selected by the pilot. All lights are illuminated when the test button is depressed.



The 428 series panel is highly integrated with the aircraft systems, providing master caution/master warning (MCMW) for a corporate jet. The LED backlit panel provides 22 channels of system condition annunciation. The 428 provides aural warnings (tone/voice) to the cockpit triggered by ground or 28VDC inputs; it provides control logic for the fire warning system, and monitors status of the extinguisher system. In addition, it controls master warning and master caution annunciators.



The 506 series provides up to 32 channels of airframe system condition. The LED backlit display head is a low-profile design, with the control assembly ("brain box") mounted remotely for ease of installation in cockpits with depth limits on the instrument panel. The control assembly provides input conditioning and master caution/master warning (MCMW) logic, and indication control. The control assembly is capable of driving two 506 display heads in parallel.