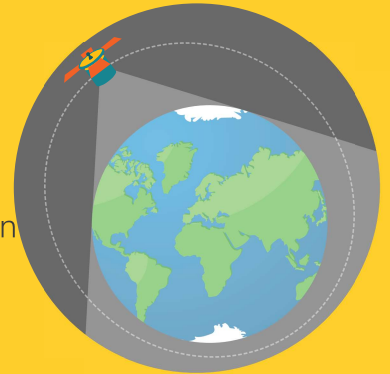


RELIABLE, DURABLE, SIMPLE

GPS Spoofing-Resistant ELT: Reliable in the Toughest Environments



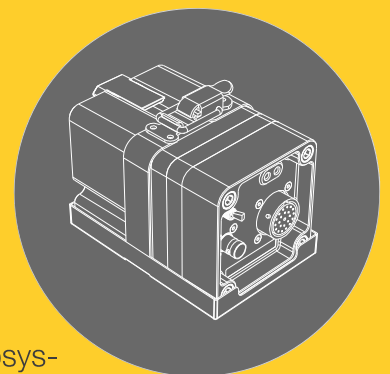
Meet our Emergency Locator Transmitter (ELT) equipment, capable of operating on an aircraft, helicopter, or UAV—in every environment, everywhere in the world without exception—and enabling a distress call via the Cospas-Sarsat satellite communication link: Pharos ELT *Didyma*.



Our ELT equipment can be activated automatically by providing crash detection both in the direction of flight and in non-flight directions (lateral, vertical). It makes a distress call possible via both satellite communication and terrestrial broadcast, even in the most challenging geographies and the most destructive environmental scenarios.

You will not experience the false alarm problem with our ELT product, which we have developed with innovative technology. With our 'Smart Crash/Impact Analyzer' subsystem, activated by the optional power supply from the aircraft, you will ensure safe flights with our ELT that does not provide false alarms even during the hardest landings and turbulence. The Pharos ELT *Didyma* also has the following technical advantages:

- ARINC429, RS232, and Discrete communication interfaces
- Ability to be programmed over the ARINC bus without using a special adapter
- Smart subsystem that prevents sending false locations by detecting Jamming / GPS Spoofing



Will your aircraft pass the mandatory Maintenance Checks on time?

To ensure you can successfully pass the A, B, C and D maintenance checks mandated by the International Maritime Organization (ICAO) for aircrafts without delay, we stand by you with our ELT product, which is designed according to the most current standard (ETSO C91a and C126a).

With our ELT, you will be able to perform battery replacements in the field without needing to send it back to the manufacturer, resolving a process that takes days with equivalent models in a matter of minutes. Additionally, you can program the ELT directly on the aircraft via the ARINC communication protocol without having to remove the ELT or use a special adapter, and you can view the ELT's Self Test logs.

Smart ELT technology capable of detecting Jamming and GPS Spoofing

In airspaces with heavy military operations, Jamming and GPS Spoofing are among the most common warfare techniques today. An ELT providing false location data hinders search and rescue efforts. Our ELT, with its smart GNSS Receiver system feature, is capable of detecting Jamming and Spoofing attacks. Our ELT, which strives to provide resiliently accurate location data, guarantees that it will not provide false location data in the distress signal it transmits.



Would you like our smart ELT that doesn't false-activate during hard landings or turbulence?

Some existing ELTs on the market can activate directly based on electromechanical G-Switches, which can cause time-consuming and confusing problems for aviation institutions and S&R organizations. With our Smart Crash/Impact Analyzer subsystem, which is automatically engaged by the optional external power supply from the aircraft, we offer an ELT equipment that prevents false activation, even during the most deceptive hard landings and turbulence.

Would you like to program your ELT directly over the ARINC bus, without removing it or needing a special adapter?

Unlike equivalent products on the market, the Pharus ELT Didyma product can be programmed with the Country Code and 24-bit Aircraft Tail ID information directly via the digital communication interface. Furthermore, all of the ELT's logs and default data can be accessed. With our product, it is possible to handle the disassembly, programming, and special adapter usage processes—which are time-consuming and require great care for technicians—in a matter of minutes.

Frequency Channels	406.076MHz - Satellite Distress Signal 121.5 MHz - Homing Signal 243.0 MHz - Optional Homing Signal
Transmission Power	5 W (38 dBm EIRP) - Distress Signal 50 mW (17 dBm EIRP) - Homing Signal
Transmission Duration	48 hours
Gps Receiver?	Yes, multi-constellation receiver with anti-jamming and GPS spoofing detection features
Battery	LMnO ₂ battery configuration
Battery Lifecycle	5 - years
Temperature	Operation: -40 to 55 °C Storage: -55 to 85 °C Class-I Emergency Beacon
Weight	1100g
Dimensions	130x80x80 mm
Automatic Activation	Flight: >2.3G / 6G acceleration Non-Flight: >12.5G acceleration
Altitude	<55.000 ft
Shock	500g for <8 ms
Vibration	10g for 5 - 2000 Hz
Crashworthiness	100g for <25 ms
Crush	450 kg