

Aircraft DME System Training Set

Model DME-100A



Your local Partner

EL ESLEK

1, rue Montevideo, 2000 Le Bardo, Tunisia
Tel. : +216 71 58 46 90 – Fax : +216 71 58 43 55
contact@eleslek.com

Our trainer enables trainees to get hands-on experience on DME systems. The trainer ensures practical training with original aircraft DME equipment configured to bring real-life experience to the training environment. Our design provides trainees with a good understanding of DME equipment and a methodical approach for troubleshooting and testing procedures. We understand and tailor according to our customers' training needs.

The trainer is delivered plug and play and comes with necessary antennas, transmitters, receivers, wiring, and indicators.

Optional

- **Transponder/DME Test Set**
- **NAV/COM Tester**

Please contact us for Test Equipment.

Specifications

Features

- Understanding fundamentals of aircraft DME and its components.
- 0-10 A DC current meter and 0-30 V DC voltmeter
- The system mounted on a metal/aluminum mobile stand.
- Metal/aluminum frame with 4 wheels. 2 of 4 wheels are lockable.
- Training video for teachers
- Delivered fully assembled tested and ready to operate
- Colored Ultraviolet printing method on aluminum composite panel.

Components

- DME (Distance Measuring Equipment)
- DME antenna with coaxial connector
- Dc Power Box
- Aircraft Circuit Breaker
- Circuit Breaker Lockout
- Audio jack
- 20 A power supply
- Current and voltage meters
- Assembled and wired according to aeronautical regulations
- Aeronautical standard connectors and jackets

Components Technical Specs

DME Device General Specs

- 200-channel receiver
- CHANNELING SOURCES: External control head providing BCD code, 2x5 code, slip code, or serial code
- RMT/FREQ/GS-T mode
- DME two concentric freq knob
- Freq Display
- Original installation manual.

Optional

- **Transponder/DME Test Set**

Avionics test equipment is a ramp tester developed to simulate the ground station or airborne environment required to test Modes A and C transponders.

ARINC specifications and FAA regulations regarding pilot's code and encoded altitude tests and SLS, transponder receiver sensitivity, percent reply, and transmitter power, frequency

PRF measurements, precise range, power and frequency and velocity simulation.

- Digital readout of XPDR code and altitude
- Measures transponder frequency and checks for correct DME channel
- Binary pulse information for code and altitude
- Precision DME range and velocity signals, both X and Y channel
- Front panel connector provides direct check of altitude encoders
- Internal battery and battery charge
- Checks position of XPDR second framing pulse relative to F1

- **NAV/COM Tester**

- Output Power;
- ADF = -12 +/-3 dbm
- VOR= -10 +/-3 dbm
- ILS Localizer= -10 +/-3 dbm
- ILS GS = -17 +/-3 dbm
- ILS MKR = -15 +/-3 dbm
- DME = -12 +/-3 dbm
- TXPDR = -12 +/-3 dbm

- VOR radial accuracy; ± 1 deg
- ILS localizer DDM accuracy; $\pm 15\%$
- ILS glide slope DDM accuracy; $\pm 15\%$
- DME accuracy; $\pm 0.1\text{NM}$
- Transponder specs;
- PRF 235 ± 5 Mode A, C 50 ± 2 Mode S
- P2 level equal P1 ± 0.1 dbm
- P2 position 2 ± 0.01 uS from P1
- P3 position 8 ± 0.01 uS or 21 ± 0.02 uS Rel to P1
- Pulse width 0.8 ± 0.01 uS P1, P2, P3
- Frequency 1030 MHz Tx, 1090 MHz Rx , ± 2.5 ppm
- Reply % 0 to 100% displayed $\pm 0.5\%$
- Reply window 2.5 to 3.5 uS F1 from P3
- Pulse Width reads out to ± 50 nS resolution
- X Data Pulse Must=0 for good read
- SPI Displays ID message

NOTE: Avionics devices brand/model and some technical specs can be change due to market availability.

Documentation

- User's Manual
- Instructor's Guide
- Device's original Manual
- Device's original Wiring Diagrams
- Components Diagrams

Power Specs

- Electrical box
- Residual current device
- Emergency Button
- Energy Signal Lamp
- 110 VAC 60 Hz or 220-240 VAC 50 Hz