

## Overview

SkyEcho 2 is the world's smallest portable Automatic Dependent Surveillance – Broadcast (ADS-B) transceiver. At just 120 grams, it implements 'See, BE SEEN, and Avoid' for aircraft in the United Kingdom National Airspace. With ADS-B Out on 1090ES and ADS-B In on 978MHz UAT and 1090MHz, as well as FLARM reception, it exceeds the minimum capability required for a UK CAA CAP 1391 Intermediate ECD. When coupled with an Electronic Flight Bag (EFB) Application it provides the pilot with a comprehensive view of surrounding ADS-B and FLARM equipped traffic.

SkyEcho receives Weather, Flight Information Services (FIS) and Traffic Information Services (TIS) over 978MHz UAT where available.

## Features

- Reports surrounding aircraft positions in realtime to your EFB.
- Receives FIS and TIS over UAT where available
- Transmits ADS-B on 1090MHz and meets MOPS DO-260B Class A0 25W output power
- Integrated GNSS SBAS Navigation, utilizes TSO Certified uAvionix FYX GPS and meets TSO-C199
- Barometer for Pressure Altitude
- GDL90 traffic reports over Wi-Fi
- USB-C charging and expansion port

## Accessories

- Window RAM Mount
- Soft Case

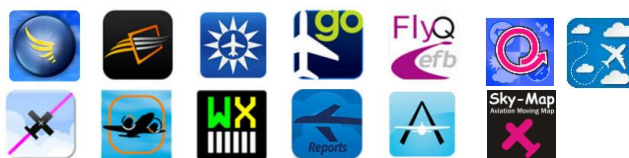
## Regulatory

- Approved CAP 1391 Intermediate ECD
- AMC 1931-4.3 Spurious Emission Radiation
- CE



Specification	Value
Operating Time	12 hours
Size	57x82x30mm
Weight	120 grams
SIL/SDA	1/0 (TSO-C199 GPS) Per current UK CAP1391
Operating Temp	-45 to 70°C
<b>Transmitter</b>	
Frequency	1090MHz ±1MHz
Transmit Power	20W Nominal
Spectral Perf.	DO-260B DF-18
<b>Receiver</b>	
1090 Performance	-93 to 0dBm
978 Performance	-103 to 0dBm
<b>WAAS GPS</b>	
Augmentation	SBAS
Sensitivity	-167dBm
<b>Altimeter</b>	
Range	-1000 to 60,000ft
<b>Interfaces</b>	
Wi-Fi	
802.11 b/g/n 2.4GHz 4 simultaneous Connections	
USB-C	

SkyEcho 2 works with GDL 90 Compliant Electronic Flight Bag (EFB) Applications, including:



Warning: This transceiver is to be used to improve pilot situational awareness only and as a navigational aid. It is not intended for use in IFR flight conditions. uAvionix is not responsible for the transceiver's end use and will not be held liable for any events occurring from its use.

#### Modifications and Use Outside of Intended Scope

This device has been designed and tested to conform to all applicable standards in the original form and when configured with the components shipped with the device. It is not permissible to modify the device, use the device for any use outside of the intended scope, or use the device with any antenna other than the one shipped with the device.

#### Important Pilot Advisory Note Regarding Safety of Radio Frequency Energy

Safe use of this device requires care as to the placement of the antenna. Place the antenna at least 4cm away from any part of your body or that of other cabin occupants. To stop all RF emissions, remove power from the equipment. Only handle the antenna when power is disconnected. Advise your passenger(s) to avoid contact with the antenna while power is applied to the equipment. Retain these instructions with your maintenance logs/files and for future reference.

#### FCC RF Radiation Exposure Statement

This equipment complies with FCC RF radiation exposure limits (Table 1 of 47Pt1 (i) 1.1310) set forth for a Public/Uncontrolled environment.

#### Mode-S or ATCRBS

If the aircraft has an operating Mode-S transponder or ATCRBS beacon, the transceiver must be deactivated, unless authorized by national CAA.

#### Proximity to Other Equipment

Mount the Transceiver so that it does not compromise the operation of any other proximate communication or navigation antenna or system.

#### Altimeter Cross Check

The reported altitude must be cross-checked against the aircraft's altimeter during pre-flight.

#### Harmful Interference

It is the responsibility of the pilot to ensure that the transceiver causes no harmful interference to other on-board equipment and systems.

#### Configurable Options

Accessing or altering configurable options while in operation is not intended and may cause pilot distraction.

#### See and Avoid

This transceiver is intended to be an aid to 'see and avoid'. Maneuvers to regain adequate separation should not be based on alerts issued by this device alone.

#### Approvals

Approvals do not cover adaptations to the aircraft necessary to accommodate ancillary equipment such as power provisions, mounting devices or external antennas. Such items must still be approved under existing minor modification/change processes applicable to the aircraft.