STX 165 Transponder

Why Mode C

For aircraft flying below 18,000 feet Mode C will continue to be used indefinitely. There is no requirement for aircraft flying at those altitudes to equip with more costly Mode S. It is true that Mode S will provide traffic and meet the 2020 ADS-B mandate, if the aircraft is equipped with an approved ADS-B GPS. However, we believe that a better solution for meeting the ADS-B mandate is UAT (Universal Access Transceiver). UAT has a much broader bandwidth than Mode S which allows it to transmit and receive more information. There are already many UAT receivers on the market that will receive both TRAFFIC and WEATHER, and there is no subscription fee for the weather. In contrast Mode S, because of its narrow bandwidth, will only provide traffic information. The UAT solution for ADS-B still requires the use of a transponder, either Mode S or Mode C. If the aircraft is equipped with UAT, the Mode S serves no purpose. In fact the FAA per Advisory Circular AC 20-165A states *"We recommend that you do not install both 1090ES and UAT ADS-B OUT capability on the same aircraft"*

Why the STX 165

The STX 165 is a small, light weight Mode C transponder designed to fit a ½ 3ATI instrument hole, leaving more center stack space for today's growing avionics packages such as the Garmin GTN 750. The STS 165 features a built-in 35K foot encoder simplifying installation, three timer functions, a pressure altitude readout and with the optional Sandia OAT probe, OAT display, Density Altitude display and an Icing Alert. At only $1850, the STX 165 is priced to sell.

- Small and Light Weight 1.78 x 3.5 x 7.34 1.30 lbs
- Low Power Consumption 210 mA (500PRF and 7777 Code)
- Built-in Encoder Output Altitude data for use in other systems
- Pressure Altitude Display
- Three Timer Functions
- Optional OAT Probe Input
  - Outside Air Temperature Display
  - Density Altitude Readout
  - Icing Alert