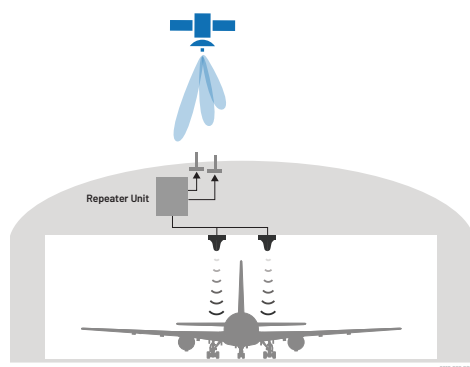


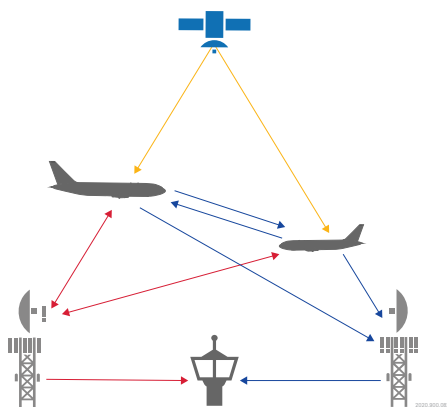
GPS Simulation for Avionics Applications with the OSPREY

#1: GPS repeaters have proven to be unreliable and can cause interference with nearby aircraft should you have your hangar door open. You can eliminate downtime and avoid interference by using a GPS simulator that couples directly to your aircraft antenna(s), making for a quick and easy setup.



The OSPREY replaces GPS repeaters.

#2: Many airborne avionics such as FMS, Flight Director, Synthetic Vision, Autopilot, TAWS, TCAS, Transponder w/ADS-B and Datalink require GPS input. Having a reliable controlled GPS input ensures your technician will not experience downtime or be required to move the aircraft outside.



The OSPREY is used in place of "open sky".

#3: ADS-B testing - Many smaller aircraft rely on a GPS dynamic position to show movement or altitude. This is what inhibits or allows the ADS-B signal to broadcast. In this scenario, you would have to fly an aircraft with untested equipment and pull the FAA flight report to verify you have configured the equipment correctly. This can lead to multiple check flights, which can be very expensive. The OSPREY, with its dynamic route simulation capability, solves this issue.

#4: Expanding on ADS-B, there are some avionic maintenance facilities so close to the ADS-B towers that there is nearly no way to provide enough isolation to stop signals from being received, resulting in false alarms during testing. In this scenario, you could use the OSPREY to have the aircraft broadcast a position in a designated remote area.

#5: XM Weather testing can be difficult to verify that indications are working correctly due to needing actual live weather events. With newly developed systems each of those weather events needs to be verified on screen. The OSPREY can be used to virtually relocate your aircraft near the inclement weather. The XM satellite antenna will require access to the open sky.



Virtually locate the aircraft near inclement weather.

#6: Isolate issues by direct connecting to your GPS Receiver. This will allow you to determine if the aircraft wiring and possibly the antenna are at fault vs. the GPS Receiver.

#7: For GPS simulation in the lab, you can eliminate the need for a roof top antenna. The OSPREY also has the capability to direct connect to devices requiring a GPS input via either an SMA or TNC connector port.



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