

## TRANSPONDER AND TCAS



### TRANSPONDER

#### ATC Mode Selector Switch:

STBY: Both XPDR are electrically supplied, but do not operate

ON: Selected XPDR operates in all modes

AUTO: in flight: like ON

on ground: Selected XPDR only operates in mode S (Selective aircraft interrogation mode)

#### XPDR 1/2 Selector Switch:

Selected XPDR operates

#### ALT RPTG Switch:

ON: The XPDR sends barometric standard altitude data

OFF: No altitude data transmission

#### IDENT Switch:

Flight crew sends the aircraft identification signal

### TCAS

#### MODE Selector:

TA/RA: TAs, RAs and proximate intruder are displayed if the ALT RPTG switch is ON and the XPDR is not in SBY

TA: TCAS will not show any RA. Only TAs

STBY: TCAS is on standby

#### TRAFFIC Selector:

THRT: proximate and other intruders are displayed only if a TA or RA is present and between  $\pm 2700$ ft

ALL: proximate and other intruders are also displayed within  $\pm 2700$ ft

ABV: Same as ALL but within  $+9900$ ft and  $-2700$ ft

BLW: Same as ALL but within  $-9900$ ft and  $+2700$ ft

white square not filled: other intruder  
white square filled: proximate intruder  
amber circle: TA intruder  
red square: RA intruder



## PROCEDURE OF TCAS RA:

if TA occurs first:

System: „TRAFFIC, TRAFFIC“

➔ PF „TCAS I HAVE CONTROL“

when RA occurs:

System: e.g. : „CLIMB CLIMB“ or „DESCEND DESCEND“ etc

➔ PF: „A/P OFF, FDs OFF“ and follow the green on PFD

During TCAS RA, RA order may change, e.g.: „INCREASE DESCEND“ or „DESCEND DESCEND NOW“ etc



For Info: newer A320 generations have Autopilot TCAS