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Avionics - Wikipedia

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TCAS 1 is mandated on aircraft with 10-30 seats and identifies traffic in a 35-40 mile range. TCAS 2 required

internationally in aircraft with more than 30 seats or weighing more than 15,00kg. It also provides information of TCAS 1 but also analyzes the projected flightpath of approaching aircraft

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Unfortunately, the
spectrum available for
aircraft communications
at HF is extremely
limited. As a result,
steps are taken to
restrict the bandwidth of
transmitted signals, for

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both voice and data.
Double sideband (DSB)
amplitude modulation
requires a bandwidth of
at least 7 kHz but this
can

Chapter HF 5 **communications -** **key2study**

Whenever VOR
navigation equipment is
required by paragraph
(a) or (b) of this section,

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no person may operate an aircraft unless it is equipped with at least one approved DME or suitable RNAV system .

(d) Airplane communication equipment requirements. Except as permitted in paragraph (e) of this section, no person may operate a turbojet airplane having a passenger seat

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nications, excluding
any pilot seat, of 10
seats or more, or a
multiengine airplane in
a commuter operation,
as defined ...

14 CFR § 135.165 -
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introduction to the
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In aviation, ACARS (/
 ?e?k??rz /; an acronym
for Aircraft

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nications And
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Reporting System) is a
Systems
digital datalink system
Principles
for transmission of short
messages between
aircraft and ground
stations via airband
radio or satellite. The
protocol was designed
by ARINC and
deployed in 1978, using
the Telex format.

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ACARS - Wikipedia

Much of aviation communication and navigation is accomplished through the use of radio waves. Communication by radio was the first use of radio frequency transmissions in aviation.

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