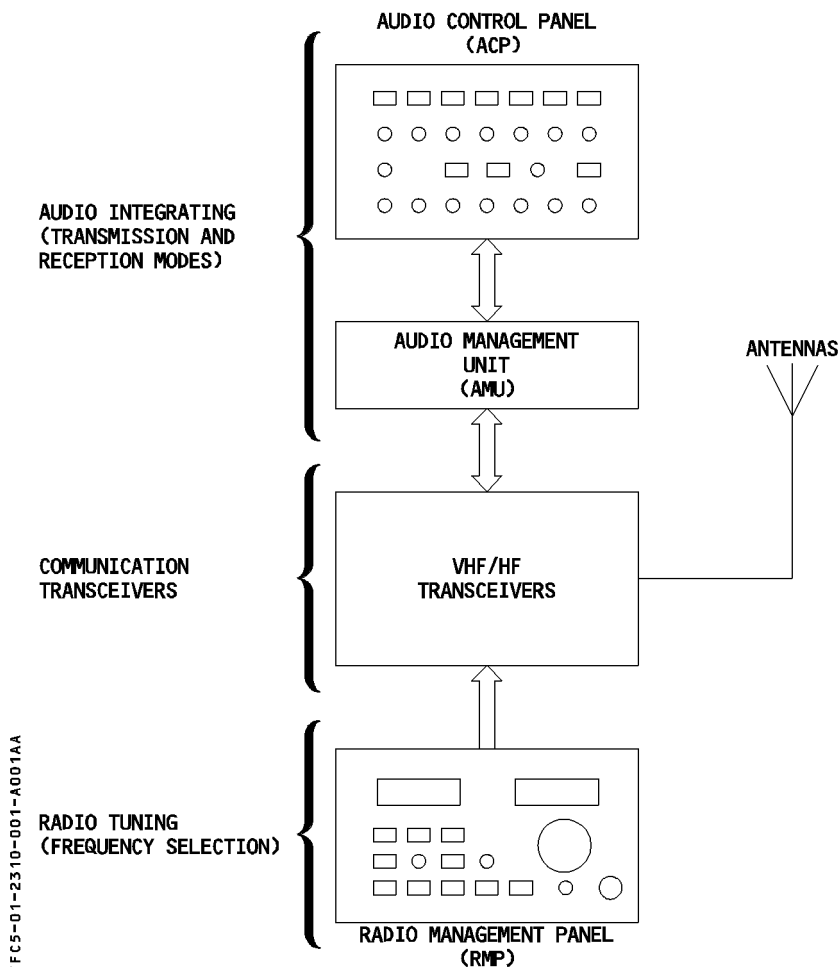


## GENERAL

The communications system comprises the following subsystems:

- VHF / HF transceivers
- Radio tuning systems (Radio Management Panels)
- Audio integrating system (Audio Management Unit, Audio Control Panels)



## **VHF / HF / SELCAL**

Each transceiver may be tuned by any of the three Radio Management Panels (RMPs).

To transmit, the flight crew uses the Audio Control Panel (ACP) to select a VHF or HF system. The ACP works through the Audio Management Unit (AMU). Each system is connected to the RMPs, for frequency selection, and to the AMU for connection to the audio-integrating and SELCAL (selective calling) systems.

### **– VHF**

Three identical VHF communication systems are installed. Each system has a transceiver in the avionics compartment and an antenna on the fuselage. Only VHF1 functions in EMER ELEC CONFIG. The range is from 118.0 to 136.975 MHz. The VHF has an alarm to indicate that the microphone is stuck (🔊).

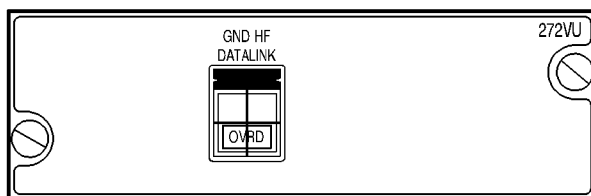
If a microphone is in the emission position for more than 30 seconds, an interrupted tone sounds for 5 seconds, and the emission is turned off. To reactivate the emission, the crew releases the push-to-talk button and presses it again.

### **– HF**

Two HF radios (HF), with a range of 2.8 to 24.0 MHz, are installed. They are used for long-distance voice transmissions. HF1 is also used for data communications. Each system has a transceiver in the avionics compartment, and common tuner and antenna in the vertical stabilizer.

When in data mode, digital information is transmitted between HF1 and ATSU.

HF transmission is inhibited on ground. A GND HF DATALINK pushbutton, located on the overhead panel, may override the inhibition. HF must not be used during refueling.



### **– SELCAL (Selective Calling)**

Upon receiving a call code corresponding to that of the aircraft, the SELCAL system aurally and visually advises the flight crew that a ground station is calling the aircraft.

The aural signal is inhibited during takeoff and landing.

## RADIO TUNING

### DESCRIPTION

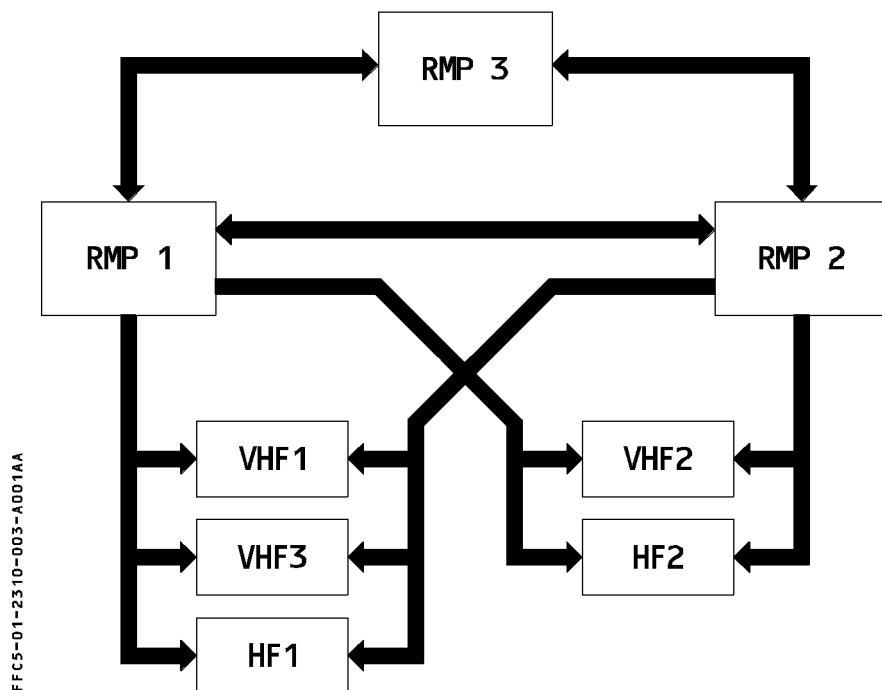
Identical RMPs :

- Give the flight crew control of all radio communication systems (VHF and HF frequency control).
- Back up to FMGC's for controlling radio navigation systems (Refer to 1.34).

Two RMPs are on the center pedestal and the third on the overhead panel.

Each RMP can control any VHF or HF transceiver. RMP1 and 2 are connected directly to all VHF and HF transceivers, whereas RMP3 is connected to them via RMP1 and 2. RMPs are connected together so that each RMP is updated to the selections made on other RMPs.

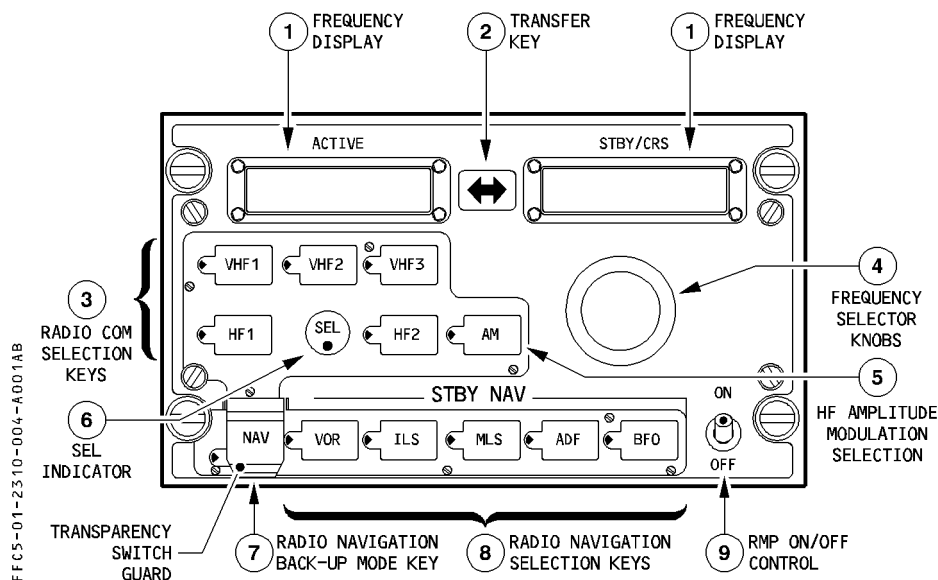
Only RMP1 functions in EMER ELEC CONFIG.



If two RMPs fail, the remaining one controls all the VHF and HF transceivers.

If ACARS or ATSU is installed, do not use VHF3 for voice communication.

## RADIO MANAGEMENT PANEL



### ① Frequency displays

- The ACTIVE display window shows the active frequency of the selected radio, which is identified by a green light on the selection key.
  - The STBY/CRS (standby / course display) display window shows a standby frequency that the pilot can activate by pressing the transfer key or change by rotating the tuning knobs.
- For a description of the CRS function see 1.34.

### ② Transfer key

Pressing this key moves the active frequency to the standby window and the standby frequency to the active window.

This tunes the selected receiver to the new active frequency.

### ③ Radio comm. selection keys

When the pilot presses one of these keys :

- The ACTIVE window displays the frequency set on that radio.
- The STBY/CRS window displays the selected frequency or course.
- The selected key displays a green monitor light.

|                                                                                 |                                              |         |        |
|---------------------------------------------------------------------------------|----------------------------------------------|---------|--------|
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#### ④ Frequency selector knobs

The pilot uses these concentric knobs to select the STBY frequency or CRS.

The outer knob controls whole numbers ; the inner knob controls decimal fractions.

#### ⑤ AM pb sw

If the aircraft has HF radios and the flight crew has selected an HF transceiver, this switch selects the AM mode. (The default mode is the SSB, or single side-band, mode).

This key displays a green monitor light when the AM mode is active.

#### ⑥ SEL indicator

The SEL indicator comes on white on both RMPs when a transceiver normally associated with one RMP is tuned by another :

- VHF1 tuned by RMP2 or 3,
- VHF2 tuned by RMP1 or 3,
- VHF3, HF1, HF2 tuned by RMP1 or 2.

#### ⑦ NAV pb sw (with transparent switchguard)

The pilot presses this key to be able to select navigation receivers and courses through the RMP. It does not affect the selection of communication radios and their frequencies Refer to 1.34 for additional information.

#### ⑧ Radio navigation selection keys

The pilot presses one of these keys to select a navigation radio to control through this RMP. This turns on the green monitor light in the key.

(Refer to 1.34) for additional information.

#### ⑨ ON/OFF sw

This switch controls the power supply of the RMP.

**Note :** RMP3 is able to control VHF and HF transceivers through RMP1 and RMP2 even when they are OFF.