COMMUNICATIONS - GENERAL

1. General

A. This chapter provides a brief description of various communication systems, units and components which provide a means of communicating from one part of the airplane to another, from airplane-to-airplane or airplane-to-ground locations. This includes voice and continuous wave communicating components.

B. This chapter also provides maintenance practices for static wicks. Refer to Static Discharging - Maintenance Practices .

2. Description

A. Garmin GMA 1347/1360D Audio Panel

(1) The Garmin GMA 1347/1360D Audio Panel is installed in Airplanes 20800500 and On and Airplanes 208B2000 and On. The GMA 1347/1360D is installed vertically, immediately outboard of the pilot's primary flight display (PFD) in the cockpit. If the optional second GMA-1347/1360D is installed it is found immediately outboard of the copilot's PFD.

(2) The Garmin GMA 1347/1360D Audio Panel is an audio control and marker beacon system that also controls the annunciator control, input/output functions, and communication transmissions. The audio panel uses a microcontroller to process front panel key commands given by the pilot. The audio panels communicate with the Garmin GIA-63W/64W Integrated Avionics Units through RS-232 busses.

B. Sperry (Type RT-385A) NAV/COMM.

(1) This standard system consists of a panel-mounted receiver-transmitter, a single or dual-pointer remote deviation indicator, a VHF COMM antenna, a balanced loop omni/glide slope antenna and interconnecting cables. A DME receiver or a glideslope receiver, or both, may be interconnected with the NAV/COMM set for automatic selection of the associated DME or glideslope frequency.

C. Sperry (Type RT-385B) NAV/COMM.

(1) This optional system consists of a panel-mounted receiver/transmitter, a single or dual-pointer remote 300 or 400 series course deviation indicator, a VHF COMM antenna, a balanced loop omni/glideslope antenna and interconnecting cables. A DME receiver or a glide slope receiver, or both, may be interconnected with the NAV/COMM set for automatic selection of the associated DME or glideslope frequency.

D. King (Type KX-165) NAV/COMM with Integral Glide Slope.

(1) This optional system consists of a panel-mounted receiver/transmitter, a slaved IG-832A Horizontal Situation Indicator (HSI), a VHF COMM antenna, a balanced loop omni/glideslope antenna and interconnecting cables. A DME receiver may be interconnected with the NAV/COMM set for automatic selection of the associated DME frequency.

E. King (Type KY-196) Digital COMM.

(1) This optional system consists of a panel-mounted receiver-transmitter, a VHF COMM antenna and interconnecting cables.

F. King (Type KHF-950) HF SSB Transceiver.

(1) This optional panel-mounted, solid-state HF single sideband transceiver system is controlled by a KCU-951 Dzus rail-mounted control display unit. The system also incorporates a KAC-952 power amplifier/antenna coupler, a KTR-953 receiver/exciter, an MF and HF antenna and interconnecting cables.

G. Sperry (Type F-490A) Audio Control Panel.

(1) This standard system provides for amplification of audio signals for speaker system and allows audio switching for cabin speaker, headset(s), intercom and microphone(s). The audio control panel will accommodate two transceivers, an ADF, DME and marker beacon.

(2) The audio control panel incorporates a pilot and copilot intercom phone system. The system incorporates its own audio amplifier with a volume control (labeled INT) and a hot mike feature. The intercom is used with headphones only.

H. King (Type KMA-24) Audio Console.

(1) Two King Audio Control Systems are available. The only difference between the two systems is the choice of the third MIC function that can be either HF functions (to accommodate a HF radio installation) or TEL functions (to accommodate the airborne radio telephone installation).

(2) Both systems have a combination audio amplifier, an audio distribution panel and a marker beacon receiver. The audio amplifier is for amplification of the audio signals for the speaker system. All receiver audio distribution

functions are controlled by two rows of alternate-action push buttons. Both rows are completely independent of each other, allowing simultaneous use of speaker and/or headphones. A rotary selector switch on the right side of the console connects the microphone to either telephone, HF radio, COMM 1 or COMM 2.

l. King (Type KHF-1050) Communication System

(1) This optional system is a solid-state high frequency single sideband transceiver system for voice communication in the 2- to 29.9999-MHz band with 100 Hz resolutions.

(2) The KHF-1050 as installed in the 208/208B Caravan has a PS440 HF Control Head, KAC-1052 Antenna Coupler, KPA-1052 Power Amplifier, KRX-1053 Receiver/Exciter, and an HF Antenna.

3. Operation

A. For operation of the various systems, refer to the FAA Approved Airplane Flight Manual and Pilot&#65533;s Operating Handbook.

4. Maintenance Practices

A. For maintenance practices related to the above systems, refer to the specific vendor publications found in the Introduction, List of Publications.