

Boeing 737

Aircraft - Comunications.

by

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1 Audio Control Panel

This type of ACP has sliding volume controls, others have cylindrical knobs.

Radio/Int works in the same way as the rocker switch on the control column. ie in the INT position bypasses the mic selector to transmit on the flt interphone.

The filter switch, Voice-Both-Range, allows better reception of either voice or morse identifiers on NAV & ADF radios. Check that this switch has not been left in the V position if you can't get an ident.

Mask/Boom simply selects either mask or boom mic. Check this if nobody can hear you transmit - especially after your oxy mask mic check!

Alt/Norm in the ALT position puts the ACP into degraded mode. If the Capt's ACP is in degraded mode, he can only transmit on VHF1 through mask or boom and can only receive VHF1 at a preset level. The F/O's ACP in degraded mode is the same but uses VHF2.

Note aural warnings will still be heard over the speaker.



-200 ACP



-500 ACP

2 Selective Calling, SELCAL

The SELCAL light will illuminate and a two-tone chime sounds if the aircraft is being selcal'd on either HF or VHF.



This particular panel is a very old unit and most operators have had to improvise the method of radio connections to it. Typically, in the past, diodes would be used to "OR" the VHF's together to illuminate one of the lights. Over the last 15 years, the vast majority of the SELCAL panels have a light for each of the radios (VHF-1, VHF-2, VHF-3, HF-1, HF-2) and in some cases, include the Attendant call, and SATCOM call.

3 Cockpit Voice Recorder

The CVR records the headset and microphone of all 3 ASP's and the ambient cockpit sounds all on separate channels. The recordings start with the first rise in engine oil pressure and go onto a 120 or 30min (as fitted) continuous loop tape until 5mins after last engine shutdown. In the event of an incident crews are advised to pull the CVR c/b after final stop to avoid automatic erasure. It is illegal to stop the CVR in flight. The CVR is located in the aft cargo hold.



4 Service interphone

The **service interphone** switch on the aft overhead panel activates the external jacks to the service interphone system. Normal internal service interphone operation is unaffected by switch position.



5 Transponder

Transponder with integrated [TCAS](#).



The blue CALL light on the overhead panel illuminates and a single-tone chime sounds when either the cabin crew (service interphone) or ground crew (flight or service interphone) are calling the flight deck.



6 Antennae and static discharge

Antennae and static discharge wicks should be inspected carefully on the walkaround for integrity and burns, especially if lightning or St Elmo's fire has been observed.

