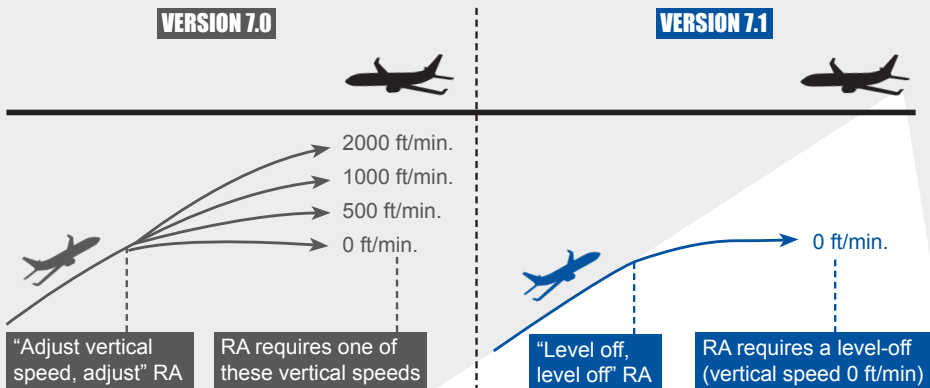## TCAS II VERSION 7.1
SAFETY IMPROVED SIGNIFICANTLY

➤ **New "Level off, level off" RA** - to avoid incorrect pilot response, the new RA requires a reduction of vertical rate to 0 ft/min. instantly, and not at the next standard flight level.

➤ **Improved reversal logic** - if an aircraft is not responding correctly to an RA, a reversal RA will be issued to the aircraft operating in accordance with the RA. If only one aircraft is TCAS II equipped, version 7.1 will recognise the situation and issue a reversal if the two aircraft moves in the same vertical direction.

EASA mandate for ACAS/TCAS II Vers. 7.1: **December, 2015** for all turbine powered aircraft with a Max Takeoff Weight (MTOW) above 5,700 Kg.

COMPLIANCE

ACAS/TCAS-II Version-7.1 requirements will generally apply to all aircraft fitted with the existing ACAS/TCAS-II Version-7.0 or lower.

	TCAS II, 7.1 Upgradeable	ADS-B In Compliant
ACSS TCAS2000	x	
ACSS TCAS II	x	
ACSS T2CAS	x	
Garmin GTS-8000	Compliant	x
Honeywell CAS-67A	x	
Honeywell CAS-81A may be replaced by various AirTransport standard computers		
Honeywell CAS-100A	x	
Honeywell CAS-100B	Compliant	x
Rockwell Collins TTR-920 may be replaced by e.g. TTR-921 or TTR-2100/4100.		
Rockwell Collins TTR-921	x	
Rockwell Collins TTR-4000	x	
Rockwell Collins TTR 2100/4100	x	x

VERSION 7.0

2000 ft/min.
1000 ft/min.
500 ft/min.
0 ft/min.

"Adjust vertical speed, adjust" RA

RA requires one of these vertical speeds

VERSION 7.1

0 ft/min.

"Level off, level off" RA

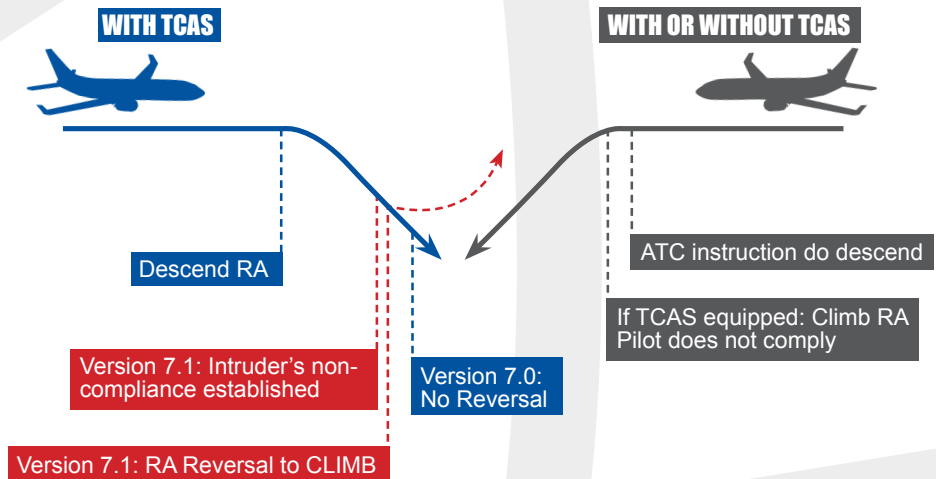RA requires a level-off (vertical speed 0 ft/min)

AIRCRAFT TYPES

Scandinavian Avionics presently prioritize TCAS II 7,1 solutions for following AC types:

- ➤ Airbus 318 / 319 / 320 / 321 Series
- ➤ ATR - 42/72
- ➤ Boeing 737 Series
- ➤ Bombardier Learjet 31 / 35 / 36 / 55 Series
- ➤ Cessna 500 / 501 / 550 / 551 / 560 / 650 Series
- ➤ Fairchild SA 227 Series
- ➤ Hawker Beechcraft 200 / 300 Series

...and several other AC types coming shortly.

Individual aircraft TCAS configuration to be verified for conformity with the certification platform and relevant authority.

Details TBD and alternative solutions may apply for your aircraft and we are always available for further discussions regarding best and most cost-effective solution for your operation.

WITH TCAS

WITH OR WITHOUT TCAS

Descend RA

ATC instruction do descend

If TCAS equipped: Climb RA Pilot does not comply

Version 7.1: Intruder's non-compliance established

Version 7.0: No Reversal

Version 7.1: RA Reversal to CLIMB

COMPLETE TURN-KEY SOLUTIONS

Scandinavian Avionics provides any avionics upgrade you might need, and we can help you to fulfil technical or operational requirements, cost reductions, safety or passenger improvements as e.g.:

➤ ADS-B
➤ CPDLC / Link 2000+ / FANS 1/A
➤ SATCOM, - Cabin WiFi and Entertainment
➤ FMS/GPS, P-RNAV, APV / LPV
➤ Voice- and Flight Data Recorder

Non-Committal Proposal

Based on information about the aircraft, the current avionics configuration and other relevant information, Scandinavian Avionics will be pleased to provide a proposal in order to prepare the aircraft for the coming mandate and operational requirements.

Please feel free to contact us to discuss your specific requirements.

Scandinavian Avionics holds no responsibility if incorrect information.

Scandinavian Avionics provides complete turn-key avionics solutions, including avionics logistics and parts support, maintenance (MRO), certification, design & engineering, installation, product development, training and consultancy services with the primary business platforms being larger helicopters, corporate aircraft, regional airliners and defense electronics.

Scandinavian Avionics is the headquarters of The SA Group – an experienced avionics organization with divisions in Sweden, Norway, Czech Republic, Greece, Malaysia, Bahrain, CIS (in process) and India. Since the foundation in Billund, Denmark in 1978, core values like quality, reliability and flexibility have been deeply rooted in the organization and are the main reasons for the excellent reputation among aircraft operators around the world today.