

Acceptable VHF-FM Aeronautical Radios for Aviation Use

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Only VHF-FM radios designed for aeronautical use are acceptable in aviation contracts. To name a few of the requirements, acceptable radios must: Be capable of a nominal 10 watts transmitter power output; have separate main and Air Guard receivers; display frequency in use and/or channel alphanumeric; transmit CTCSS tones; be capable of at least 15 preset channels; be operator (e.g. pilot) programmable while in flight, and meet certain RTCA DO-160 requirements. Additionally, radios in Air Tactical aircraft must be capable of scanning when only one VHF-FM radio is installed. P25 digital radios must also meet the requirements specified in FS/AMD A-19.

All aeronautical VHF-FM radios must be P25 compliant by 1/1/2010.

Note: Operator programmability does not refer to devices (i.e. computers) external to the radio.

The following analog aeronautical VHF-FM radios are known to be acceptable until 12/31/2009:

- **Eureka Radio Systems:** ERS-96000NB with an external CTCSS tone encoder.
- **Northern Airborne Technology:** NPX138N-050, NPX138N-070, and NTX138-050.
- **Technisonic Industries:** TFM-138 (serial number 1540 & up), TFM-138B/C/D, and TFM-500.
- **Wulfsberg Electronics:** Flexcom II which is operator programmable, RT-138 with narrowband modification, and RT-9600 with narrowband modification.

The following P25 digital aeronautical VHF-FM radios are known to be acceptable:

- **Technisonic Industries:** TDFM-136.
- **Northern Airborne Technology:** NPX136D-070.

Some examples of VHF-FM radio types that are NOT ACCEPTABLE:

- Any non-aviation radio (e.g. portable or mobile).
- Any radio not being both wideband and narrowband capable.
- **Bendix-King:** KFM-985*
- **Wulfsberg Electronics:** Flexcom II with P25 modification (has no Air Guard receiver)

*The KFM-985 is only acceptable in fire reconnaissance and resource reconnaissance light fixed wing contracts when permitted by the contract. AMD still permits the KFM-985 in SEAT aircraft until 1/1/2010.