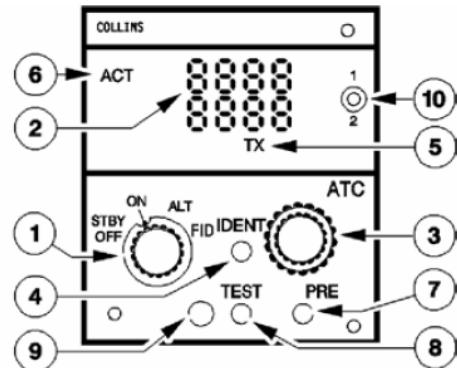
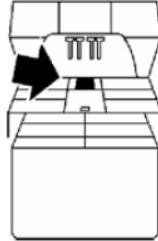


## Setting to be used – ON or ALT? for Mode C interrogation on Ground



TheAirlinePilots.com

Hi, I don't understand the highlighted part "but without from ground or air".



**(1) - Power and mode switch**

OFF ATC control box and transceiver are deenergized.

STBY ATC system is under power, but does not transmit replies.

ON ATC Transponder Mode S replies to both Mode A and Mode C interrogations but without from ground or air.

ALT Normal operating position. Transponder replies with flight level information.

FID Elementary Surveillance. Flight IDentification (FID) display and selection.

**Rockwell Collins**

Hello, my co-worker and I believe the "but without" should not be in that statement. Could you please provide the publication number you got this information from so we can research to determine if there is a later edition that may have a correction. Thank you.

**TheAirlinePilots.com**

Hi, thanks for the response. the publication is not from Collin's. It's an ATR Flight Crew Manual. At some airports mode C is required on ground. Can you pls tell whether to put it on ALT or ON? What's the difference in relation to ground operation?

<b>Rockwell Collins</b>	Could you please provide the part number of the unit in question?
<b>TheAirlinePilots.com</b>	Thanks for waiting, the part number is: 822-1807-004
<b>Rockwell Collins</b>	With regard to the diagram, most older control units were designed prior to Mode S coming into the picture. With a Mode S transponder installed, it doesn't make a difference which setting is selected on the controller, the Mode S transponder is designed to reply with ALT at all times. I don't know of any provision in the system for disabling the ALT reporting without disabling everything. I'm attaching another Word document with excerpts from the TDR-94D Operators Guide.
<b>TheAirlinePilots.com</b>	Today I coordinated with the radar controller (in Delhi). On ground both in ALT or ON, he was getting mode C (as you said). In flight mode C only comes when in ALT. That means you can disable mode in air but not on ground. I don't know why?
<b>Rockwell Collins</b>	That actually may be correct. The controlling factor there would be the input to the system from the landing gear squat switch. In this configuration you would be able to turn off altitude in the air to prevent display clutter but on the ground it would always display altitude to differentiate your aircraft from other aircraft and so they could tell exactly when the aircraft started climbing during takeoff and be able to tell the difference between your aircraft on the ground and aircraft in flight around the airport.
<b>TheAirlinePilots.com</b>	But you never turn off mode C in air
<b>Rockwell Collins</b>	Correct, unless the controller specifically asked you to turn it off to de-clutter his screen.
<b>TheAirlinePilots.com</b>	Ok so if I understand you correctly, you mean aircraft with mode C in air can clutter the screen, therefore deactivating Mode C in air is a requirement since ATC can request it. Since mode C in air can be turned off --- it's made sure that on ground it can't be turned off --- this is to avoid confusion whether the plane is on ground or air (in case both are not in mode C and one is in ground and other in air).
<b>Rockwell Collins</b>	Yes, that's correct, also in case your aircraft transponders are sending out incorrect altitude information they can ask you to turn off the Mode C. I've had to do that myself in a smaller aircraft.

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