



U.S. Department  
of Transportation  
**Federal Aviation  
Administration**

# InFO

Information for Operators

InFO 06005  
DATE: 12/4/06  
Flight Standards Service  
Washington, DC

[http://www.faa.gov/other\\_visit/aviation\\_industry/airline\\_operators/airline\\_safety/info](http://www.faa.gov/other_visit/aviation_industry/airline_operators/airline_safety/info)

*An InFO contains valuable information for operators that should help them meet certain administrative, regulatory, or operational requirements with relatively low urgency or impact on safety.*

**SUBJECT:** TCAS—Phantom TAs near U.S. Navy Vessels in Harbors

**Purpose:** This InFO alerts operators of aircraft equipped with traffic alerting or traffic advisory systems (TCAS I, TCAS II, Traffic Collision Alerting Device (TCAD), Traffic Advisory Systems (TAS)) of the potential for traffic advisories (TA) or other spurious signals caused by active transponders aboard U.S. Navy vessels, whether under way in a harbor or docked.

**Background:** The FAA's Office of Accident Investigation recently reported inexplicable TAs occurring primarily in air carrier airplanes inbound to runway 27 at San Diego Lindbergh Field. These TAs have occurred despite U.S. Navy policy that those transponders be set to *STandBY* or *OFF* while vessels are in port. (When set to *ON* those transponders emit altitudes of sea level (Code 0000)).

**Discussion:** The likelihood of a TA is much higher than that of a resolution advisory (RA). However, since either event is possible, pilots are requested to record and report any such occurrence to assist the FAA in locating and isolating the source.

**Recommended Action:** Directors of safety, directors of operations, chief pilots, fractional ownership program managers, training managers, and pilots operating near U.S. Navy vessels in waterways and harbors should be aware of the content of this InFO. They should develop and implement a practice of reporting any phantom TAs or other spurious indications, noting time/date, bearing, and distance of the target displayed. This report should be delivered to the local FAA Flight Standards District Office (FSDO), or respective operator's operations center, for further conveyance by that center to the FSDO nearest to the location cited in the report.

**Note: Unless it can be positively determined that an RA is unfounded (a phantom RA), pilots should respond to the RA with evasive action as directed by the system.**