



## EASA Safety Information Bulletin

**SIB No.: 2011-15R2**

**Issued: 19 July 2013**

**Subject:** **Mode S and Mode C Transponder Systems: Ground Testing**

**Ref. Publications:** None.

**Revision:** This SIB revises EASA SIB 2011-15R1 dated 17 April 2013 to make a correction on page 4.

**Applicability:** All owners and operators of aircraft having Secondary Surveillance Radar (SSR) **Mode S** transponder or SSR **Mode C** transponder systems installed.

Mode S transponder systems and Mode C transponder systems are known to be installed on, but not limited to, aircraft certificated under (FAR, JAR, CS) Part 22, 23, 25, 27, 29, 31HB, VLA or VLR.

**Description:** Accurate and reliable surveillance information (including altitude reporting) and aircraft and/or flight data, transmitted by Mode S and Mode C transponder systems when the aircraft is in flight and on the ground, is crucial for the safe and smooth operation of today's air traffic management environment.

At this time, the airworthiness concern described in this SIB is not considered to be an unsafe condition that would warrant Airworthiness Directive (AD) action under Commission Regulation [EU 748/2012](#), Part 21.A.3B.

This SIB is revised to include a reference to Mode C transponder systems and is concurrent with the cancellation of EASA AD 2006-0265.

**Note:** AD 2006-0265 applied to Mode C and Mode S Transponder Systems, utilising Gilham code altitude input. This AD was cancelled based on the low number of reports, concerning incorrect altitude indication, due to Gilham code wiring problems.

Nevertheless, incorrect or missing data can lead to an increase in controller and/or flight crew workload, which could develop into a potentially hazardous situation. Some examples have been published in [EASA SIB 2011-13](#) - Mode S Transponder: Loss of Detection (Complete or Intermittent) of Aircraft by Mode

This is information only. Recommendations are not mandatory.

S Interrogators, and [EASA SIB 2011-14](#) - Mode S Transponder: Incorrect Setting of ICAO 24-Bit Aircraft Address.

**Recommendations:** If you become aware, or are notified, of a transponder system deficiency affecting your aircraft, EASA recommends that you initiate an unscheduled maintenance action to arrange for any deficiencies to be corrected, at the earliest opportunity.

To ensure that the notifying authority can track the resolution of such issues, it is highly recommended that operators/owners promptly advise the notifying authority of any rectification action.

In order to ensure acceptable transponder system performance, EASA recommends that the correct operation of installed **Mode C or Mode S transponder systems is verified periodically (the interval most frequently used in the past was 24 months)**, using appropriate (and calibrated) ramp testing equipment in accordance with applicable maintenance manual procedures.

1. **For Mode S equipped aircraft**, testing for correct functionality should include the following items (where applicable):

- The Mode S 24-Bit aircraft address
- Altitude reporting including the check of the altitude sensor at adequate intervals from ground to the certified altitude ceiling of the aircraft.
- Mode S Elementary Surveillance (ELS) & Downlink Aircraft Parameters (DAPs):
  - Aircraft Identification
  - Capability Report
  - Pressure Altitude
  - Flight Status
- Mode S Enhanced Surveillance (EHS) & Downlink Aircraft Parameters (DAPs)
  - Magnetic Heading
  - Indicated Airspeed
  - Mach No.
  - Vertical rate
  - Roll Angle
  - Track Angle Rate or True Airspeed
  - True Track Angle
  - Ground Speed
  - Selected Altitude (and Barometric Pressure Setting where appropriate)

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**2. For Mode C equipped aircraft,** testing for correct functionality should include the following items:

- Correct operation of the Mode A code
- Altitude reporting including the check of the altitude sensor at adequate intervals from ground to the certified altitude ceiling of the aircraft.

**3. For Mode C or Mode S equipped aircraft utilising Gilham Code (sometimes referred to as Grey code) to provide altitude input to the transponder** the testing for correct functionality should include the following items:

- (1) Connect an air data test set to the No. 1 and No. 2 (where applicable) Pitot/Static system.
- (2) In the aircraft flight deck/cockpit, select the No. 1 Mode 'C' or Mode 'S' transponder (as applicable) and select Air Data source No. 1.
- (3) Select the air data test set to the following altitude reporting values:
  - 1 000 feet;
  - 4 100 feet;
  - 15 700 feet; and
  - 31 000 feet
- (4) For each selected altitude, verify that the Mode 'C' or Mode 'S' transponder (as applicable) altitude reporting is within tolerance ( $\pm 125$  feet), and record the altitude as follows:
  - 1 000 feet = Actual reading ( $\pm 125$  feet)
  - 4 100 feet = Actual reading ( $\pm 125$  feet)
  - 15 700 feet = Actual reading ( $\pm 125$  feet)
  - 31 000 feet = Actual reading ( $\pm 125$  feet)
- (5) In the aircraft flight deck/cockpit, select Air Data source No. 2 (if applicable) and repeat items (3) and (4) above.
- (6) In the aircraft flight deck/cockpit, select the No. 2 Mode 'C' or Mode 'S' transponder (if applicable) and select Air Data source No. 1 and repeat items (3) and (4) above.
- (7) In the aircraft flight deck/cockpit, select Air Data source No. 2 (if applicable) and repeat items (3) and (4) above.
- (8) Where aircraft have the availability of a third air data source, that provides altitude data to the transponder system, then repeat items (3) and (4) above, for No. 1 and/or No.2 Mode C or Mode S transponder systems connected to Air Data source No. 3.

This is information only. Recommendations are not mandatory.

- (9) Confirm by inspection and reference to aircraft and equipment Maintenance Manuals and Wiring Diagrams, that, where dual Air Data sources are used, the transponder altitude data comparator function is enabled. Using appropriate test equipment, demonstrate that the comparator detects altitude data differences between the dual encoders of more than 600 feet.

If the comparator function is not enabled or is unserviceable, rectify before further flight (this requirement is only applicable to aircraft which utilize dual Air data sources and have ACAS II installed). Note: The comparator function is only available when Mode S transponders are installed.

**Note 1:** Care should be taken, not to disturb the operation of ATC or other aircraft when performing any transponder (or ACAS) related tests. Guidance for the ground testing of transponders can be found in Appendix 1 of this SIB.

**Note 2:** In case the ramp test equipment indicates an error with the transmission of the data as specified above, or indicates any other type of failure (e.g. out of frequency, power etc), the problem should be corrected prior to the next flight.

**Note 3:** Detailed information on EHS DAP's may be found in EASA AMC 20-13 - Certification of Mode S Transponder Systems for Enhanced Surveillance.

**Note 4:** For aircraft which do not provide a full set of DAP's, the testing may be limited to only those declared in their Aircraft Flight Manual.

**Note 5:** These recommendations do not apply if the aircraft maintenance manual or transponder equipment manufacturer specifically states that periodic testing is not required due to other mitigation means available to detect failures of the transponder system.

**Contacts:** For further information contact the Safety Information Section, Executive Directorate, EASA; E-mail: [ADs@easa.europa.eu](mailto:ADs@easa.europa.eu).

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## Appendix 1 - Transponder Ground Testing Guidance

- a. When not required, ensure all transponders are selected to 'OFF' or 'Standby'.
- b. Before starting any test, contact the local Air Traffic Control Unit and advise them of your intention to conduct transponder testing. Advise the Air Traffic Unit of your start time and test duration. Also inform them of the altitude(s) at which you will be testing, your intended Aircraft Identification (Flight Id) and your intended Mode A code. See para c and d. Note: Certain altitudes may not be possible due to over flying aircraft.
- c. Set the Mode A code to 7776 (or other Mode A code agreed with Air Traffic Control Unit). *Note: The Mode A code 7776 is assigned as a test code by the ORCAM Users Group, specifically for the testing of transponders.*
- d. For Mode S equipped aircraft, set the Aircraft Identification (Flight Id) with the first 8 characters of the company name. This is the name of the company conducting the tests.
- e. For Mode S equipped aircraft, set the on-the-ground status for all Mode S replies, except when an airborne reply is required (e.g. for altitude testing).
- f. Where possible, perform the testing inside a hanger to take advantage of any shielding properties it may provide.
- g. As a precaution, use antenna transmission covers whether or not testing is performed inside or outside.
- h. When testing the altitude (Mode C or S) parameter, radiate directly into the ramp test set via the prescribed attenuator.
- i. In between testing, i.e. to transition from one altitude to another, select the transponder to 'standby' mode.
- j. If testing transponder parameters other than 'altitude', set altitude to -1000 feet (minus 1000 feet), or over 60000 feet. This will minimise the possibility of ACAS warning to airfield and overflying aircraft.
- k. When testing is complete select the transponder(s) to 'OFF' or 'Standby'.

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