

Continuing Airworthiness Notice – 34-004



Microair Avionics T2000SFL Transponders

23 September 2011

Issued by the Civil Aviation Authority of New Zealand in the interests of aviation safety. A Continuing Airworthiness Notice (CAN) is intended to alert, educate, and make recommendations to the aviation community. A CAN contains non-regulatory information and guidance that does not meet the criteria for an Airworthiness Directive (AD). The inspections and practices described in this CAN must still be carried out in accordance with the applicable NZCAR Parts 21, 43 and 91.

The contents of this notice are ADVISORY ONLY and are NOT MANDATORY.

CAN numbering is by ATA Chapter followed by a sequential number for the next CAN in that ATA Chapter.

Applicability:

All maintainers and operators of Microair Avionics T2000SFL Transponders.

Purpose:

This Continuing Airworthiness Notice (CAN) is issued to highlight the potential problems associated with Microair Avionics T2000SFL Transponders embodied with software prior to revision 8.

Transponders prior to revision 7 may generate intermittent replies to interrogations from Mode S Secondary Surveillance Radar (SSR), or stop replying and default to a non-reply mode. Furthermore, Microair Avionics have advised that the QNH compensation in software prior to revision 8 work backwards. In 2010 Microair Avionics released new firmware at revision 8 which corrected the QNH compensation.

Background:

The CAA is aware of incidents with certain T2000SFL Transponders where intermittent or complete loss of detection has been experienced in New Zealand by Mode S SSR interrogators. The CAA has received reports that the QNH compensation in some T2000SFL Transponders work backwards. A safe navigation environment in transponder mandatory airspace relies on accurate and reliable surveillance information transmitted by Mode S transponders. Incorrect or missing transponder data can result in increased controller and/or flight crew work load which may develop into a hazardous situation.

With the Australia Airservices plan to roll out Mode S SSR interrogators in Australia, CASA issued Airworthiness Bulletin (AWB) 34-010 issue 1, dated 17 September 2007.

Recommendation:

For the reasons described above the CAA strongly recommends maintainers and operators upgrade Microair Avionics T2000SFL Transponders to revision 8 or later to correct the potential problems identified in this CAN. For further advice on T2000SFL Transponders upgrade options Microair Avionics can be contacted at info@microair.com.au

The following documents provide further information about the contents of this CAN:

- Microair Avionics Advisory Bulletin AB-001 dated 21 July 2008 provides information about QNH compensation problems with Microair Avionics T2000SFL Transponders.
- Microair Avionics Service Bulletin T2000SFL-SB-06 dated 14 September 2009 introduced the revision 7 upgrade for Microair Avionics T2000SFL Transponders.
- Further information about T2000SFL Transponder revision 8 firmware and copies of Microair Bulletins can be obtained from Microair Avionics at info@microair.com.au
- A copy of CASA AWB 34-010 issue 1, dated 17 September 2007 can be obtained from: http://www.casa.gov.au/scripts/nc.dll?WCMS:STANDARD::pc=PC_90516

Furthermore, if you become aware, or are notified of a transponder deficiency affecting your aircraft, the CAA recommends that you initiate an unscheduled maintenance action to correct any deficiencies.

Enquiries:

Enquiries with regard to the content of this CAN should be sent to:

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