



AIRWORTHINESS BULLETIN

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Microair T2000SFL Transponders

1. Effectivity

Microair Avionics Pty Ltd T2000SFL Air Traffic Control Mode Aircraft Transponders without Revision 7 upgrade (Microair Service Bulletin T2000SFL-SB-06 dated 14 September 2009).

2. Purpose

Microair T2000SFL transponders without the Revision 7 upgrade may, when operated in a Mode S Secondary Surveillance Radar (SSR) environment:

- a. 'lock-up' when interrogated,
- b. display a 'NO COMM' message, and/or
- c. generate intermittent replies.

This may cause an issue when accessing Mode S SSR interrogators. Transponders may also be affected by Wide Area Multilateration surveillance in Tasmania.

3. Background

The anomaly with the T2000SFL transponder was first detected in early 2006 following the trial installation of a Mode S SSR interrogator at Auckland airport by Airways Corporation of New Zealand. The initial fix was a software modification which upgraded the transponder to Revision 6, this fix did not prove adequate and Microair Avionics introduced the upgrade to Revision 7 by Service Bulletin T2000SFL-SB-06.

The technical content of the Service Bulletin was approved by the Civil Aviation Safety Authority on 1 August 2006. Currently most Revision 7 upgrades have been for transponders operating in overseas Mode S radar environments.

All transponders produced since 2007 have incorporated this modification and customers are advised of the required modification when transponders produced before 2007 are serviced.

4. Recommendations

Operators are strongly encouraged to review their transponders have version Revision 7 installed by Microair Service Bulletin T2000SFL-SB-06. All transponders produced since 2007 have had this modification incorporated. More information may be obtained by contacting Microair Avionics at info@microair.com.au



5. Enquiries

Enquiries with regard to the content of this Airworthiness Bulletin should be made via the direct link email address:

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