

Contact

Post: Air Traffic Control the Netherlands
Aeronautical Information Service
P.O. Box 75200
1117 ZT Schiphol
The Netherlands
Tel: +31 (0)20 406 3521
Fax: +31 (0)20 406 3532
AFS: EHAAYOYX

AIC-A
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THE USE OF FILSER TRANSPONDERS IN THE AMSTERDAM FIR

1 — INTRODUCTION

Due to EASA AD 2008-0158 and CAA-NL-AD 2008-001 the Minister of Transport and the Minister of Defence announce in cooperation with the air navigation service providers that the use of the transponders of Funkwerk Avionics; types TRT600, TRT800, TRT800A and TRT800H is generally accepted in the Amsterdam FIR. Individual requests for permission are not needed in the Amsterdam FIR.

2 — BACKGROUND

The use of mode S transponders of Funkwerk Avionics GmbH (previously Filser Electronics GmbH) is accepted in the Amsterdam FIR below FL 245.

Problems have been detected with all transponder of Funkwerk Avionics; types TRT600, TRT800, TRT800A and TRT800H. These transponders are sometimes intermittent not detectable by the mode S secondary surveillance radar (SSR). For that reason both EASA and the Ministry of Transport have issued an airworthiness directive (AD) to address the problem. The effect of these airworthiness directives is that the transponder cannot be used in airspace where transponders are mandatory, unless the navigation service providers accept the use of these transponders before entering their airspace.

Reports from the Air Traffic Control the Netherlands and the Ministry of Defence (Dutch Mil) show that the problems with these transponders, as remarked by EASA, do occur in the Amsterdam FIR. But the loss of detection of the mode S function is mostly for a short period, with the result that the transmitted mode S label disappears from the radar for that period. The aircraft is however still visible for the air traffic controller because the mode A/C signal is transmitted without disruption. Because these types of transponders are mostly used in aircraft that fly in airspace where no air traffic control service is provided to VFR traffic, the problems with these types of transponders are limited. Moreover the ACAS systems use the mode A/C signal also, so the temporary loss of the mode S signal does not raise a safety concern for the use of the airspace.

Individual acceptance for the use of the airspace with these transponders would raise the workload for the air traffic controllers. Therefore, the decision is made to generally accept the use of these transponders in the Amsterdam FIR. We strongly request not to contact the air traffic controllers for an individual permission for the use of Funkwerk transponders.

Funkwerk Avionics GmbH is working on a solution for the problem with the transponder and a solution is expected on short term, which will lead to the revocation or amendment of the airworthiness directives.

3 — INFORMATION

With questions about this AIC-A please contact:

Post: Information Centre Civil Aviation Authority
P.O. Box 90653
2509 LR The Hague
The Netherlands
Tel: +31 (0)88 489 0000
Fax: +31 (0)70 456 2424
Email: informatie.centrum@ivw.nl
URL: www.ivw.nl

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