

ST02169CH

FAA Supplemental Type Certificate



Installation of Elementary and Enhanced Surveillance Mode-S transponders on Airbus 300 Series Aircraft

(FAA STC ST02169CH)

OVERVIEW

- » FAA STC ST02169CH.

INTRODUCTION

STC ST02169CH enables installation of enhanced Mode-S transponders in accordance with Electronic Cable Specialists (ECS) Master Data List ECS-203178.

YOUR NEEDS

Using STC ST02169CH, the existing Mode-S transponders on your fleet of A300 series aircraft can be upgraded to comply with Mode-S enhanced surveillance requirements.

YOUR BENEFITS

The enhanced Mode-S transponders will have the capability to transmit flight identification as part of the transponder interrogation reply. The enhanced transponders will also provide aircraft status and intent information, such as current heading, altitude, airspeed, selected altitude, etc. These new transponders will satisfy the data requirements or ICAO Document 7040/4, Regional Supplementary Procedures, for SSR Mode-S enhanced surveillance in designated European airspace.

STC AIRCRAFT EFFECTIVITY

- » Airbus A300B4-601/-603/-605R/-620/-622R series aircraft.
- » Airbus A300F4-605R/-622R series aircraft.
- » Airbus A310-203/-204/-221/-222/-304/-322/-324/-325 series aircraft.

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STC LIMITATIONS

- » Configuration 1: Existing Collins or ACSS Mode-S transponders previously installed per FAA approved method.

STC CONFIGURATIONS

- » Configuration 1: Dual enhanced Mode-S transponders.

PRODUCT DESCRIPTION

Configuration 1: Dual ACSS Enhanced Mode-S transponders with Flight Identification from FMS

- » Existing Mode-S transponders will be removed and new ACSS enhanced Mode-S transponders will be installed in their place. The existing trays located in the electronic bay will be used for installation of both transponders. Additional wiring is installed through unused pins in existing connectors of the aircraft and is terminated at the respective equipment.
- » The upgrade to the Mode-S transponders adds the capability to transmit flight identification as part of the interrogation reply to air traffic control ground stations. The flight identification is obtained from the FMS via a data bus.

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