



**Civil Aviation Authority**  
**SAFETY NOTICE**  
**Number: SN-2011/07**



**Issued: 23 June 2011**

**Mode S Transponder Operation**

**This Safety Notice contains recommendations regarding operational safety.**

Recipients must ensure that this Notice is copied to all members of their staff who need to take appropriate action or who may have an interest in the information (including any 'in-house' or contracted maintenance organisations and relevant outside contractors).

<b>Applicability:</b>	
<b>Aerodromes:</b>	All Aerodrome Licence Holders
<b>Air Traffic:</b>	ATC
<b>Airspace:</b>	NATMAC Representatives
<b>Airworthiness:</b>	Not Primarily Affected
<b>Flight Operations:</b>	All AOC Holders and General Aviation Pilots
<b>Licensed/Unlicensed Personnel:</b>	All Flight Crew, All Maintenance Engineers, Flying Training Organisations, Registered Facilities, Maintenance Training Organisations.

**1. Introduction**

1.1 It has been reported that operators are failing to adhere to requirements for Mode S transponder equipped aircraft to select Mode A Code 2000 when under tow or parked (prior to selecting OFF or STDBY). As a result, ground systems are incorrectly pairing Mode S transmissions, which is resulting in unnecessary delays in procedures and potentially overloading critical ground systems.

**2. Compliance/Action to be Taken**

2.1 All operators are to correctly adhere to the requirements for Mode S transponder equipped aircraft as stated in UK AIP Secondary Surveillance Radar (SSR) Operating Procedures ENR 1-6-2 paragraph 2.1e and are to select Mode A Code 2000:

'When entering United Kingdom airspace from an adjacent region where the operation of transponders has not been required; or by Mode S transponder equipped aircraft on the aerodrome surface when under tow, or parked and prior to selecting OFF or STDBY - unless otherwise instructed by ATC.'

See also Note 13:

'Unless otherwise instructed by ATC, Mode S transponder equipped aircraft on the aerodrome surface should select Mode A code 2000 when under tow; or parked and prior to selecting OFF or STDBY.'

2.2 This will ensure that Mode A 2000 codes are not paired with their Mode S Aircraft Identification callsign and delays are avoided.

**3. Queries**

- 3.1 Any queries or further guidance required as a result of this communication should be addressed to:

*Directorate Airspace Policy  
Surveillance and Spectrum Management  
45-59 Kingsway  
London  
WC2B 6TE  
Tel: 020 7453 6534  
Email: [neal.henley@caa.co.uk](mailto:neal.henley@caa.co.uk)*

**4. Cancellation**

- 4.1 This Safety Notice shall remain in force until further notice.