


EASA	NOTIFICATION OF A PROPOSAL TO ISSUE AN AIRWORTHINESS DIRECTIVE						
	<p>PAD No.: 08-114R1</p> <p>Date: 03 March 2009</p> <p>Note: This Proposed Airworthiness Directive (PAD) is issued by EASA, acting in accordance with Regulation (EC) No 216/2008 on behalf of the European Community, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.</p>						
<p>In accordance with the EASA Continuing Airworthiness Procedures, the Executive Director is proposing the issuance of an EASA Airworthiness Directive (AD), applicable to the aeronautical product(s) identified below. All interested persons may send their comments, referencing the PAD Number above, to the e-mail address specified in the 'Remarks' section, prior to the consultation closing date indicated.</p>							
<p>Type Approval Holder's Name :</p> <p>Rockwell Collins Inc.</p>	<p>Type/Model designation(s) :</p> <p>TDR-94 and TDR-94D transponders</p>						
ETSO Authorisation Number : EASA.21O.280 Rev.C							
Foreign AD : None							
Supersedure : None							
ATA 34	Navigation – Mode S Transponder – Modification / Replacement						
Manufacturer(s):	Rockwell Collins Inc.						
Applicability:	<p>Rockwell Collins Mode S Transponders identified by type and Part Number (P/N) as follows:</p> <table border="1"> <thead> <tr> <th>Type</th><th>P/N (all serial numbers)</th></tr> </thead> <tbody> <tr> <td>TDR-94</td><td>622-9352-007, 622-9352-008 and 622-9352-108</td></tr> <tr> <td>TDR-94D</td><td>622-9210-007, 622-9210-008 and 622-9210-108</td></tr> </tbody> </table> <p>when installed in an aeroplane equipped with Honeywell AZ800 or AZ810 air data computers (ADC) using the data bus interface between the Honeywell ADC and the Rockwell Collins transponder and operating in European Designated Mode S Airspace.</p> <p>These transponder/ADC combinations are known to be installed on, but not limited to, the following aeroplanes:</p> <ul style="list-style-type: none"> - ATR 42 and ATR 72 series. - Bombardier (formerly Canadair) CL-600-2A12 (601 Variant) and CL-600-2B16 (601-3A and 601-3R Variants). - Bombardier (formerly De Havilland Canada) DHC-8 series. - Dassault Aviation Mystère-Falcon 900 series. - Gulfstream G-IV. <p>Note: For more information regarding Mode-S designated airspace, please consult the Eurocontrol website at www.eurocontrol.int/mode-s and local Aeronautical Information Circulars (AIC).</p>	Type	P/N (all serial numbers)	TDR-94	622-9352-007, 622-9352-008 and 622-9352-108	TDR-94D	622-9210-007, 622-9210-008 and 622-9210-108
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Reason:	<p>A mismatch between the ARINC and GAMA specifications for the Selected Altitude in Motion Bit of label 102 in certain Rockwell Collins TDR-94 transponders is causing incorrect transmission of the Mode-S EHS Selected Altitude parameter.</p> <p>This condition, if not corrected, could lead to invalid Selected Altitude data being transmitted to Mode S ground stations, creating disruptions in the Air Traffic Management process and potentially compromising aeroplane safety.</p> <p>For the reasons described above, this new EASA AD requires the modification or replacement of the affected transponders and prohibits reinstallation of unmodified units.</p>																																
Effective Date:	[TBD: 14 days after final AD issue date]																																
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <p>(1) Within 12 months after the effective date of this AD, accomplish one of the following actions:</p> <p>(a) Modify the transponder and the aeroplane in accordance with approved aeroplane modification instructions. Details of the transponder modification are provided in Table 1 and Table 2 of this AD.</p> <p>or</p> <p>(b) Replace the transponder, in accordance with approved aeroplane modification instructions, with a TDR-94 unit identified by P/N 622-9352-309 or -409, or a TDR-94D unit identified by P/N 622-9210-309 or -409, as applicable.</p> <table border="1" data-bbox="525 1066 1442 1500"> <caption>Table 1 – TDR-94 Transponders</caption> <thead> <tr> <th>Current P/N</th><th>New P/N (options)</th><th>Rockwell Collins Service Bulletin (SB) instructions to be used for modification</th></tr> </thead> <tbody> <tr> <td rowspan="2">622-9352-007</td><td>622-9352-309</td><td>TDR-94/94D-34-506</td></tr> <tr> <td>622-9352-409</td><td>TDR-94/94D-34-507</td></tr> <tr> <td rowspan="2">622-9352-008</td><td>622-9352-309</td><td>TDR-94/94D-34-505</td></tr> <tr> <td>622-9352-409</td><td>TDR-94/94D-34-507</td></tr> <tr> <td>622-9352-108</td><td>622-9352-409</td><td>TDR-94/94D-34-505</td></tr> </tbody> </table> <table border="1" data-bbox="525 1563 1442 1966"> <caption>Table 2 – TDR-94D Transponders</caption> <thead> <tr> <th>Current P/N</th><th>New P/N (options)</th><th>Rockwell Collins SB instructions to be used for modification</th></tr> </thead> <tbody> <tr> <td rowspan="2">622-9210-007</td><td>622-9210-309</td><td>TDR-94/94D-34-506</td></tr> <tr> <td>622-9210-409</td><td>TDR-94/94D-34-507</td></tr> <tr> <td rowspan="2">622-9210-008</td><td>622-9210-309</td><td>TDR-94/94D-34-505</td></tr> <tr> <td>622-9210-409</td><td>TDR-94/94D-34-507</td></tr> <tr> <td>622-9210-108</td><td>622-9210-409</td><td>TDR-94/94D-34-505</td></tr> </tbody> </table> <p>(2) Rockwell Collins TDR 94 transponders with P/N 622-9352-409 and</p>	Current P/N	New P/N (options)	Rockwell Collins Service Bulletin (SB) instructions to be used for modification	622-9352-007	622-9352-309	TDR-94/94D-34-506	622-9352-409	TDR-94/94D-34-507	622-9352-008	622-9352-309	TDR-94/94D-34-505	622-9352-409	TDR-94/94D-34-507	622-9352-108	622-9352-409	TDR-94/94D-34-505	Current P/N	New P/N (options)	Rockwell Collins SB instructions to be used for modification	622-9210-007	622-9210-309	TDR-94/94D-34-506	622-9210-409	TDR-94/94D-34-507	622-9210-008	622-9210-309	TDR-94/94D-34-505	622-9210-409	TDR-94/94D-34-507	622-9210-108	622-9210-409	TDR-94/94D-34-505
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	<p>TDR94D transponders with P/N 622-9210-409 are ADS-B capable. Concurrent with accomplishment of the modification of the aeroplane as required by paragraph (1) of this AD, the ADS-B function must be disabled, unless compliance with EASA AMC 20-24 has been demonstrated.</p> <p>(3) After modification of an aeroplane as required by paragraphs (1) and (2) of this AD, do not install a transponder, as identified by P/N in the Applicability section of this AD, on that aeroplane.</p>
Ref. Publications:	<p>Rockwell Collins Service Bulletins:</p> <p>TDR-94/94D-34-505 dated 2 September 2008</p> <p>TDR-94/94D-34-506 dated 2 September 2008</p> <p>TDR-94/94D-34-507 dated 9 September 2008</p>
Remarks :	<ol style="list-style-type: none"> 1. This Proposed AD will be closed for consultation on 31 March 2009. 2. Enquiries regarding this PAD should be referred to the Airworthiness Directives, Safety Management & Research Section, Certification Directorate, EASA; E-mail ADs@easa.europa.eu. 3. For any question concerning the technical content of the requirements in this PAD, please contact: Rockwell Collins Inc., 400 Collins Road NE, Cedar Rapids, Iowa 52498, United States of America, telephone +1-319-265-5467 Website: www.rockwellcollins.com Email: response@rockwellcollins.com