

# Is Your **Mode S** Correct?

Your Mode S transponder address is unique to your aircraft – changing it is not a big job, but you will need to consult an avionics LAME.

**M**ode S is a form of secondary surveillance, providing other aircraft and air traffic control with information about you. When the system is ‘interrogated’ by either a ground or air based unit, it replies with a 24-bit address that is unique to your airframe.

“A common misconception is that the Mode S address goes with the registration mark,” says Andrew Rooney, Airworthiness Engineer (Avionics) at the CAA. “But actually it is unique to the individual aircraft.”

“So if you’re importing an aircraft you’ll need to have the Mode S reset to transmit the correct aircraft address, including the New Zealand state code. Likewise, if you’re shifting the transponder between aircraft, the address will need updating to reflect the new airframe it is fitted to.”

You should apply for your Mode S address for a new aircraft, prior to registration. You can check codes for any registered aircraft on the CAA web site at [www.caa.govt.nz](http://www.caa.govt.nz), “Aircraft Register”.

Rule 91.247(b) outlines the requirement for use of Mode S, and AC91-2 provides guidance material on it.



The faceplate of a Garmin GTX-330 transponder, an example of a Mode S digital transponder (courtesy of Garmin).

## Changing Your Mode S Address

You can request a Mode S address from the CAA, and an appropriately qualified LAME can put it in. A LAME is needed because specialist test equipment is used to check that the address is correct.

“Your request needs to include the registration mark, the make and model of the aircraft, the date of manufacture, the aircraft serial number, and your details,” says Andrew.

Requests can be emailed to [aircraftregistrar@caa.govt.nz](mailto:aircraftregistrar@caa.govt.nz) – no specific form is needed to be filled in.

## Turn It On

Carlton Campbell, CAA Aviation Safety Adviser, says you should turn your transponder on every time you fly.

“Many pilots think they don’t need to turn it on unless they’re in controlled airspace. But your transponder is how other aircraft know you’re there. It keeps you both safe from a collision.” ■

## Funding Review Feedback Needed

The Civil Aviation Authority of New Zealand is seeking feedback from the aviation sector for phase two of the CAA’s triennial funding review. The phase two discussion document outlines the proposed funding framework for regulatory services from 2016 to 2019.

[www.caa.govt.nz/funding](http://www.caa.govt.nz/funding)

Submissions close 5 pm on 19 February 2016. ■

## GA Flight Examiners Conference 2016

The next GA Flight Examiners Conference will be held 16 to 17 August 2016 at the Brentwood Hotel, Wellington. So mark this date in your diaries now.

These biennial conferences began in 2005, and are an exciting opportunity for GA Flight Examiners to keep up with the latest developments and discuss current issues in the field. They’re also a chance to meet and network with other GA examiners from around the country.

More details will be sent to participants in early 2016. ■

## SMS Rules Signed

The Safety Management Systems rules were signed in December 2015 and become effective 1 February 2016. We’ll have more information in future issues of *Vector*, but in the meantime keep informed by following the web page, [www.caa.govt.nz/sms](http://www.caa.govt.nz/sms) and subscribe to receive email updates. ■