



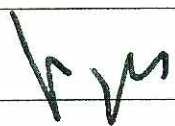
## AIRPLANE FLIGHT MANUAL SUPPLEMENT

### FILSER TRT800A Mode S Transponder

Installed in an Aircraft as listed in List of EASA Certified Aircraft Subjected to the Minor Change: "Replacement of Existing Transponder with TRT800A or TRT800H Mode S Transponder, Doc. No.: DWG 145.0079-ACLIST-800H/A-3, Latest Revision"

**EASA Reference Number: P-EASA.A.C.09741**

**Doc.: GEN23-230408-01-AFM-01 Rev. 1-00**

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Checked:			

This document describes the operating procedures for the TRT800A Mode S Transponder when it has been installed in accordance with Filser Installation and Operation Manual TRT800A, Document No. 03.2111.010.71. This document must be carried in the aircraft at all times.

The information contained herein supplements or supersedes the Basic Airplane Flight Manual only in those areas listed herein. For limitations, procedures and performance information not contained in this manual refer to the Basic Airplane Flight Manual.



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## 1 GENERAL

### 1.1 Introduction

This manual contains information about the physical, mechanical and electrical characteristics and about installation and operation of the TRT800A Mode S Transponder.

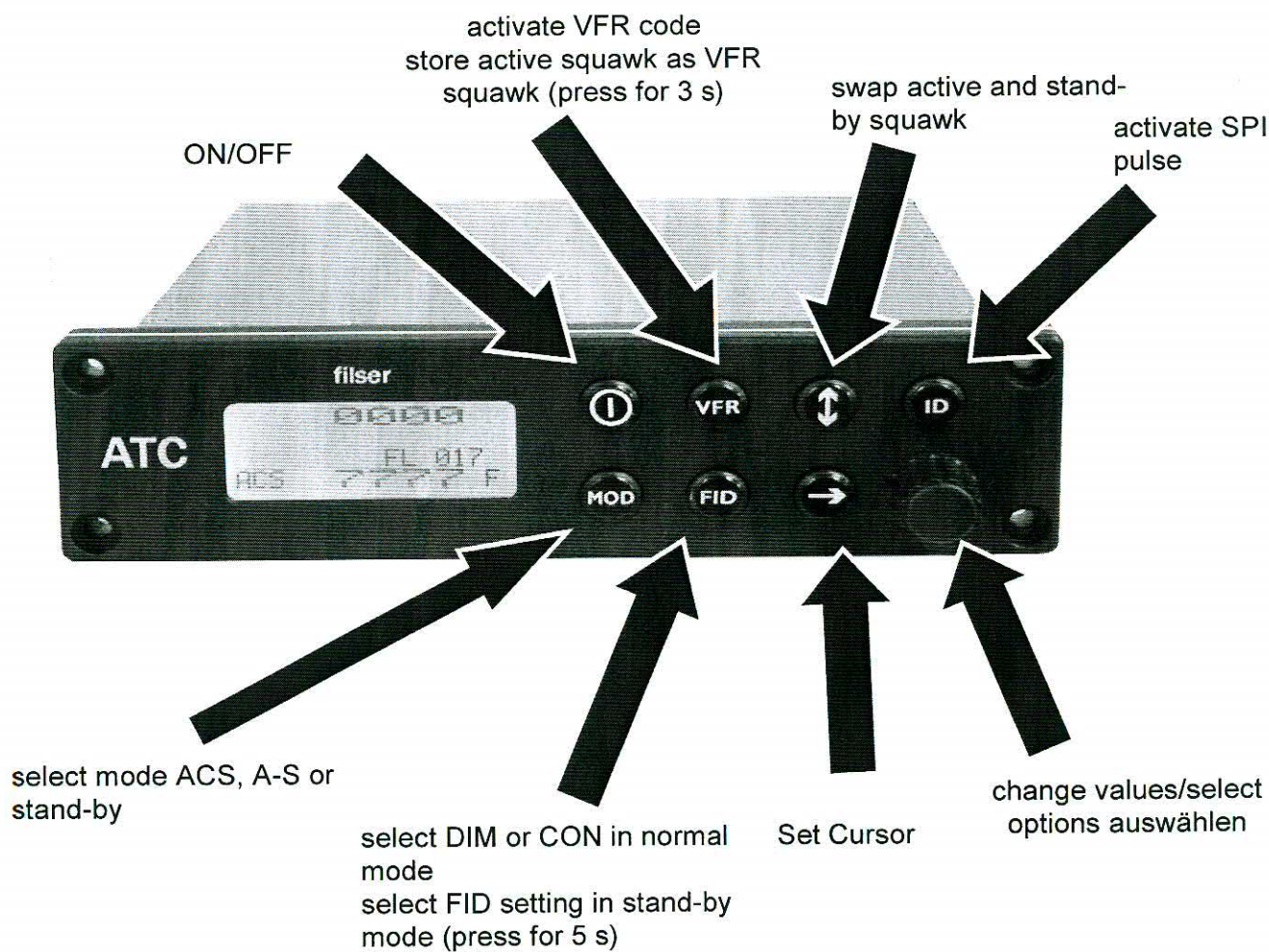


Abb. 1 – TRT800A-Panel Layout

### 1.2 TRT800A Characteristics





- Level 2es Class 1 Non-Diversity Mode S Transponder, providing downlink of aircraft information
- radio transmitter and receiver for ground radar interrogations on 1030 MHz and transmission of coded reply of pulses to ground-based radar on 1090 MHz
- Replies to ATCRBS interrogations using the ICAO 24-bit mode S address, which is unique to the particular aircraft.
- IDENT capability for activating the Special Position Identification (SPI) pulse for 18 seconds.
- certified to EUROCAE ED-73B and CS-ETSO-2C112a
- maximum flight level 35000 ft, maximum velocity 250 kts
- Display information contains code, reply symbol, mode of operation and pressure altitude.
- temperature compensated high precision piezo-resistive pressure sensor
- RS-232 I/O data port
- the TRT800A has the „Elementary Surveillance“ (ELS) capability required for operation in the EU airspace.
- ADS-B operation is not activated.

## 2 EMERGENCY PROCEDURES


- No change with respect to the Basic Airplane Flight Manual

## 3 STANDARD PROCEDURES

- Refer to TRT800A Manual Installation and Operation (Document No-03.2111.010.71d)
- STBY  
The transponder only responds to directly addressed mode S interrogations, squitter remains active.  
If a ground switch is connected, actuation of this switch will cause the transponder switch to STBY.
- VFR – Visual Flight Rules  
A pre-set VFR code can be activated.

### Note

When VFR is activated, the previously active squawk code is stored as stand-by squawk. However it is not visible as it is hidden by the appearing VFR indication.

After leaving VFR mode, the previously used squawk can be activated again by pressing .



## **4 PERFORMANCE**

No change with respect to the Basic Airplane Flight Manual.

## **5 WEIGHT AND BALANCE**

No significant change.

Refer to Weight & Balance Analysis Annex II AC-01-WBA-01 Rev. 1-00.

## **6 AIRCRAFT AND SYSTEM DESCRIPTION**

Refer to TRT800A Manual Installation and Operation (Document-No. 03.2111.010.71).