
AIRWORTHINESS DIRECTIVE

For the reasons set out in the background section, the CASA delegate whose signature appears below issues the following Airworthiness Directive (AD) under subregulation 39.1 (1) of CASR 1998. The AD requires that the action set out in the requirement section (being action that the delegate considers necessary to correct the unsafe condition) be taken in relation to the aircraft or aeronautical product mentioned in the applicability section: (a) in the circumstances mentioned in the requirement section; and (b) in accordance with the instructions set out in the requirement section; and (c) at the time mentioned in the compliance section.

Radio Communication and Navigation Equipment**AD/RAD/83****Honeywell MST 67A Transponder****10/2004**

Applicability: Honeywell International (formerly AlliedSignal; Bendix King) MST 67A Mode S transponders with the following part number/serial number ranges:

Part Number	Serial Number Range
066-01143-1101, -1202 and -1301	All serial numbers up to and including 1141
066-01143-1602	All serial numbers up to and including 1503

- Requirement:**
1. If not previously accomplished, modify the transponder in accordance with Honeywell Software Bulletin (SWB) MST 67A-SW2 (P/N 605-07740-0024) Revision 4 dated March 2003.

Modifications accomplished in accordance with earlier versions of SWB MST 67A-SW2, prior to the effective date of this Directive, are considered acceptable for compliance with this Requirement.
 2. MST 67A transponders may not be installed on any aeroplane as a replacement part, unless modified in accordance with Requirement 1.

Note: RLD AD 2003-036 (AB), CAA(UK) AD 001-01-2003 and DGAC AD 2003-036(AB) refer.

Compliance: For Requirement 1 - Before 30 November 2004.

For Requirement 2 - As of effective date of this Directive.

This Airworthiness Directive becomes effective on 30 September 2004.

Radio Communication and Navigation Equipment

AD/RAD/83 (continued)

Background: The European Transponder Monitoring and Testing Facility identified the Honeywell MST 67A transponder as not responding correctly to Mode S 'all call' (UF 11) interrogations. This could result in aircraft not being detected by air traffic control in a Modes S radar environment.

A handwritten signature in black ink, appearing to read 'Gary Carr', with a stylized, cursive script.

Gary J Carr

Delegate of the Civil Aviation Safety Authority

16 August 2004