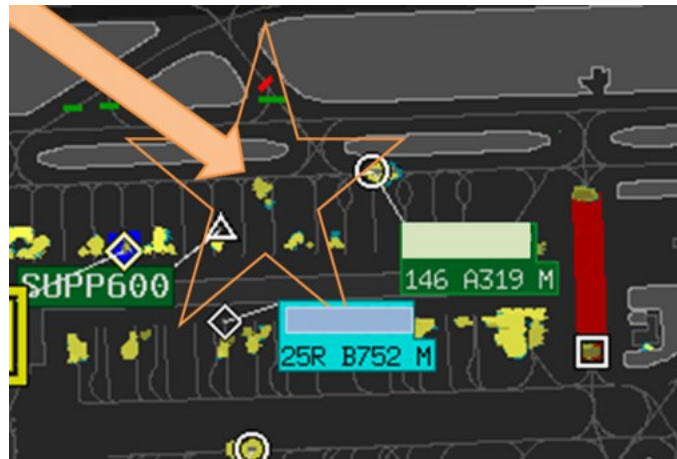


SAFETY REMINDER to pilots/brakemen

2017-05-03

Use of Mode S Transponder



Due to some recent occurrences where aircraft were pushing back and start taxi without their transponder activated, Brussels Airport wants to remind airlines to the regulation on the use of Mode S Transponder. The use of Mode S Transponder enhances safety, improves situational awareness and reduces the R/T workload per aircraft.

Following BEL-GD Lux AIP Local Aerodrome Regulation, specifying the use of Mode S Transponder, is being published and shall be applied at EBBR:

EBBR is equipped with an advanced ground surveillance system using Mode S. Operators intending to use the airport should ensure that Mode S transponders are able to operate when their aircraft are on the ground.

Pilots shall select XPDR or the equivalent according to specific installation, AUTO if available, not OFF or STBY, and the assigned Mode A code:

- from the request for push back or taxi, whichever is earlier;
- after landing, continuously until the aircraft is fully parked on stand. When parked, Mode A code 2000 shall be set before selecting OFF or STBY.

Whenever possible, the aircraft identification (i.e. call sign used in flight) shall be entered as from the request for push back or taxi, whichever is earlier (through the FMS or the transponder control panel). Pilots shall use the ICAO format for aircraft identification, as entered in item 7 of the flight plan form (e.g. "DAT123").

To ensure that the performance of systems based on SSR frequencies (incl airborne ACAS units and SSR radars) is not compromised, ACAS shall not be selected before receiving clearance to line up. It should be deselected after vacating the runway.

Aircraft taxiing without flight plan, shall select Mode A code 2000.