



**U.S. Department
of Transportation
Federal Aviation
Administration**

InFO

Information for Operators

InFO 11018
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Flight Standards Service
Washington, DC

http://www.faa.gov/other_visit/aviation_industry/airline_operators/airline_safety/info

An InFO contains valuable information for operators that should help them meet certain administrative, regulatory, or operational requirements with relatively low urgency or impact on safety.

Subject: Clarification of the Part 135 Transponder Equipage Requirement

Purpose: This InFO clarifies the transponder equipage requirement for an aircraft to be eligible for operations under Title 14 Code of Federal Regulations (14 CFR) Part 135 and includes a decision flow chart.

Background: In 1987, the FAA amended part 135, § 135.143(c) to require that transponders installed in aircraft conducted under part 135 must meet TSO-C112 (Mode S), if installed after January 1, 1992. Air Traffic Control Radar Beacon System (ATCRBS) transponders may be installed in aircraft operated under part 135 prior to January 1, 1992, provided that the transponder was manufactured prior to January 1, 1990.

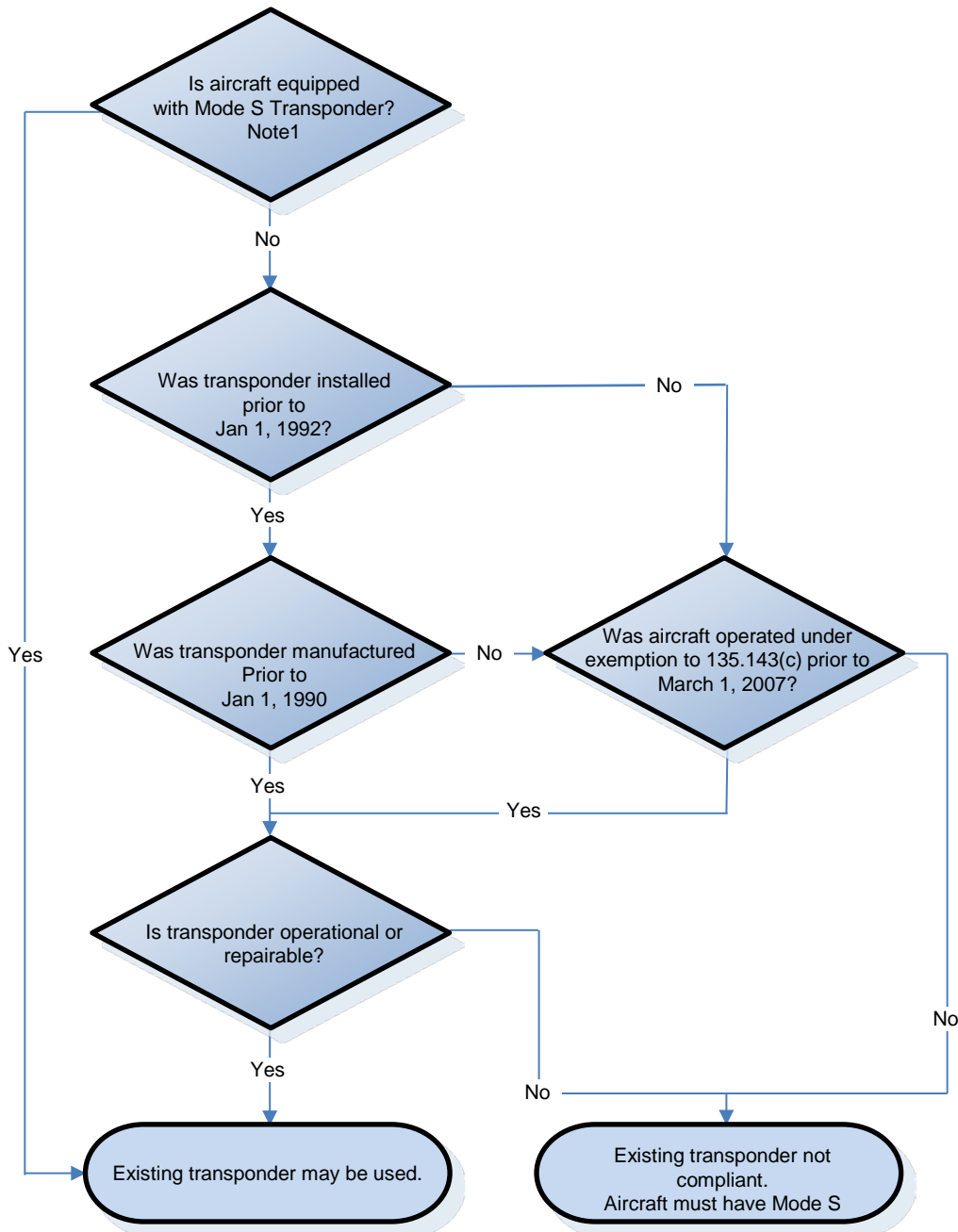
The FAA considered removing the requirement for Mode S transponders. During this period the FAA granted a number of exemptions from § 135.143(c), allowing operators to equip and continue to operate aircraft with ATCRBS transponders after January 1992 during the pending rulemaking proceeding. On February 15, 2006, the FAA issued a notice announcing its decision to retain the Mode S transponder requirements and to terminate the rulemaking proceeding (71 Fed. Reg. 7892). In addition, the FAA announced that all exemptions to the requirements of 135.143(c) would expire no later than March 1, 2007, if not expired earlier by their own rights. The notice explained that this adopted policy did not require the installation of Mode S transponders on March 1, 2007. Operators may continue to use Mode A and Mode C transponders beyond the expiration of their exemption and past March 1, 2007, until they can no longer be repaired and must be replaced. If replaced, the transponder installed must be Mode S.

Discussion: If an aircraft operated under part 135 was equipped with an ATCRBS transponder that was manufactured prior to January 1, 1990 and installed in the aircraft prior to January 1, 1992, the aircraft may continue to operate with that transponder. An aircraft equipped with an ATCRBS transponder and subject of an exemption from the requirements of § 135.143(c) by the FAA, may continue to operate with the transponder until it needs to be replaced. Aircraft equipped with an ATCRBS transponder and without a Mode S transponder may only be added to a Part 135 certificate if: (1) they were operating under a FAA exemption issued prior to March 1, 2007; or, (2) their current transponder was installed prior to January 1, 1992, provided that the transponder was manufactured prior to 1990.

Recommended Action: Attached is a job-aid which may be used to determine the aircraft transponder requirements for operation under Part 135.

Contact: Questions or comments regarding this InFO should be directed to the Aircraft Maintenance Division at (202) 267-1675.

14 CFR Part 135 Transponder Requirements



Note 1: A transponder is not required for operation under Part 135, however the operator must comply with the Requirements of 14 CFR 91.215(b)

Note 2 : 14 CFR 135.143(c) applies to the aircraft's primary transponder and does not preclude presence of a second transponder.

Note 3: The term "aircraft transponder equipment" as in 14 CFR 135.143 refers to the receiver/transmitter Unit and is serial number specific.