



EASA Safety Information Bulletin

SIB No.: 2014-02
Issued: 17 January 2014

[Correction: 22 January 2014]

- Subject:** **Frequency Interference – Spurious Transmissions of Honeywell VHF Transceivers**
- Ref. Publication:** Honeywell Service Bulletin (SB) No. 064-50000-23-4 [Publication Number D201211000034] original issue, dated 25 April 2013.
- Reason:** This SIB is republished to correct the Honeywell SB number.
- Applicability:** Honeywell RTA-44D Very High Frequency (VHF) transceivers, Part Number (P/N) 064-50000-0202 and P/N 064-50000-0505, except those with MOD 22 incorporated.
 Honeywell have installed MOD 22 as 'standard' on the production line in units with serial number (s/n) 16835 and above.
 The referenced Honeywell SB No. 064-50000-23-4 contains instructions to apply MOD 22 (which does not involve a P/N change) in service on pre-MOD 22 units.
 The affected VHF transceivers are known to be installed on, but not limited to, Airbus A318, A319, A320 and A321 aeroplanes.
- Description:** Spurious transmissions caused by certain Honeywell RTA-44D transceivers have been reported by Air Traffic Control of Brussels, Belgium and New York, U.S. and have resulted in significant workload increase for affected air traffic controllers.
 EASA have reviewed the available information and have contacted Honeywell, Airbus and the Federal Aviation Administration (FAA) concerning this issue. The FAA is the 'State of Design' authority for the affected design approval of the Honeywell RTA-44D.
 This SIB is issued to make operators of affected aeroplanes aware of the potential for spurious VHF transmission(s) and the possible consequences thereof.
 At this time, the safety concern described in this SIB is not considered to be an unsafe condition that would warrant

This is information only. Recommendations are not mandatory.

Airworthiness Directive (AD) action under EU [748/2012](#), Part 21.A.3B.

However, it should be emphasised that this SIB may not represent the final position of EASA on this safety subject and later mandatory action (i.e. publication of an AD, either for affected Airbus aeroplanes, or an 'equipment' AD for the affected VHF transceivers) cannot be excluded.

Recommendation: EASA recommends that operators take the following actions:

1. Modify the affected transceivers in accordance with the instructions of Honeywell SB No. 064-50000-23-4; and
2. Ensure that only RTA-44D VHF transceivers that have the MOD 22 standard incorporated are installed when operation into the airspace of Brussels or New York is intended.

Contact(s): For further information contact the Safety Information Section, Executive Directorate, EASA. E-mail: ADs@easa.europa.eu.

For a copy of the related Honeywell SB, or technical assistance, contact:

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