

Subject: Installation of an transponder antenna inside the fuselage behind the landing gear

Affected: ASW 17 Type Certificate LBA 282
all serial Numbers without Carbon fuselage (TN 4a) and without drag chute (TN 7)

Urgency: none, optional on customers request.

Classification: minor change

Reason: Aircrafts being operated in the German airspace have to be equipped with instruments according to the German FSAV (regulation of flight safety equipment). For operation in foreign airspace the national valid regulations have to be followed.

This technical note is based on the following approval:
EASA.A.C.08841 of January 11, 2008.

Action: The antenna is located inside the fuselage behind the landing gear. The correct position on the individual aircraft is described in the latest version of the document „AW 17 Installation of transponder antennas“ (German translation: Einbau Transponderantenne“) issued by Schleicher Company.

Following components are appropriate:

Antennas: Rod Antenna 1030-1090, Becker
GAV 101, Garrecht
AV-22, RAMI
or similar antennas.

Antenna cable: Aircell 7
or similar cables

Further suitable antennas and cables might be listed in the document „AW 17 Installation of transponder antennas“.

Material & Drawings: Document „AW 17 Installation of transponder antennas“ in the latest issue
Haltebock für Transponderantenne AS-Part-No. 99.010.2722
Blech für Transponderantenne (Gegengewicht) AS-Part-No. 99.000.1026

Mass an C.G.: Due to additional weight the C.G data has to be re-determined by weighing or calculating.

Notes: Transponders have to transmit a specific minimum radiated power but for higher values they can differ quite substantially. The use of maximum cable length and the change of the transponder device or type may then cause a too low radiated power output at the earlier installed antenna.

The manufacturers of transponders are requiring as well different maximum power attenuation by the antenna cable. The range varies between 1,5 to 3 dB. Antenna position, type of cable and transponder has to be chosen according to that.

As there is any scientific proof of health issues available in regard of the place of the installation of antennas, the Schleicher Company can not take or offer any liability for health issues, restrictions or influences caused by the radiation of the transponder-antenna system.

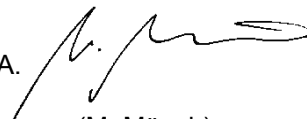
A twice shielded cable (e.g. Aircell 7) lowers the electro-magnetic load and influence on the crew.

After installation a functional test by a certified aircraft inspector with the relevant entitlement is mandatory and has to be documented in a form according to the applicable national law (e.g. LBA Form 22 for Germany).

All structural measures have to be checked by a certified aircraft inspector with the relevant entitlement according to the rules for minor changes and have to be documented in the flight log book of the aircraft, the flight and maintenance handbook of the aircraft and its inspection documents and signed there by the inspector.

Poppenhausen, January 21, 2015

Alexander Schleicher
GmbH & Co.

i.A. 
(M. Münch)