

Subject:	Installation of a PCB-transponder antenna in the vertical tail
Affected:	TCDS EASA A.220 ASW 27-18 (ASG 29), all serial numbers ASW 27-18 E (ASG 29 E), all serial numbers
Urgency:	None, optional on customer request. Preferably for new production. ASW 27-18 (ASG 29), as standard from serial number 29048 ASW 27-18 E (ASG 29 E), as standard from serial number 29589
Classification:	Minor change
Reason:	Aircrafts being operated in the German airspace must be equipped with instruments according to the German FSAV (regulation of flight safety equipment). For operation in foreign airspace the national applicable regulations must be observed. This technical note is based on the following approval: EASA.A.C. 11770 of March 16 th , 2009.
Action:	The antenna is located inside the vertical tail. The exact position is defined in the working instruction „AW 17 Einbau Transponderantenne“ from the manufacturer Alexander Schleicher. The antenna is preferably installed during new production. For later installation it's necessary to cut holes in the fin shell and in the fuselage shell, to install the antenna and fixing the cable. Subsequently, these holes must be repaired according to general technical note TN 02-2005.
Material & Drawings:	The corresponding page of the document „AW 17 Einbau Transponderantenne“ in the latest issue. Mounting bracket for transponder antenna (variant Dolba) AS part No. 99.010.2723 Antennas: DB2 Fa. Dolba & Dolba or similar antennas. Antenna cable: Aircell 7 or similar cables Further suitable antennas and cables might be listed in the document „AW 17 Einbau Transponderantenne“.
Mass an C.G.:	Due to additional weight the C.G data must be re-determined by weighing.
Notes:	Transponders must transmit a specific minimum radiated power. For higher values they can differ quite substantially. The use of maximum cable length and the change of the transponder device or type can cause a too low radiated power output at the earlier installed antenna.

The manufacturers of transponders are requiring different maximum power attenuation by the antenna cable. The range varies between 1,5 to 3 dB. This must be observed when selecting the antenna position, type of cable and transponder.

As there is no reliable scientific proof of health issues available in regard of the place of the installation of antennas, the Schleicher Company cannot take or offer any liability for health issues, restrictions or influences caused by the radiation of the transponder-antenna system.

The action must be done according to EU-VO 2042/2003, Part M. After installation a functional test must be done by a certified aircraft inspector according to Commission regulation (EC) 2042/2003 Part M / Part 66¹ and the action must be documented in a form according to the applicable national law.

All actions are to be inspected by certifying staff according to Commission regulation (EC) 2042/2003 Part M / Part 66² in the scope of a modification and must be certified in the sailplane inspection documents and in the sailplane logbook.

Poppenhausen, January 30, 2009

Alexander Schleicher
GmbH & Co.

i.A.

(M. Greiner)

The translation into English has been done by best knowledge and judgement; in any case of doubt the German original is controlling.

The Change described was approved by EASA under approval number Minor Change Approval **EASA.A.C.11770**, dated 16.03.09.

¹ As long as no provisions for certifying staff for avionic were laid down, relevant legislation of the member states is applicable (§66.A.100).

² As long as no provisions for certifying staff for sailplanes and powered sailplanes were laid down, relevant legislation of the member states is applicable (§66.A.100).