



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

# InFO

Information for Operators

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*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. The contents of this document do not have the force and effect of law and are not meant to bind the public in any way. This document is intended only to provide clarity to the public regarding existing requirements under the law or agency policies.*

**Subject:** Installation and Approval of Transponder Systems in Gliders/Sailplanes.

**Purpose:** This InFO provides guidance to glider/sailplane owners and operators on the installation of transponder systems in gliders/sailplanes.

**Background:** On August 28, 2006, a Raytheon Aircraft Company Hawker 800XP and a Schleicher ASW27-18 collided in-flight at an altitude of about 16,000 feet above mean sea level (MSL). The collision occurred in an area frequently traversed by air carrier and other turbojet airplanes inbound to Reno/Tahoe International Airport and also popular for glider/sailplane operations because of the thermal and mountain wave gliding opportunities. The concept of see-and-avoid is limited in preventing midair collisions due to the high speed of the aircraft involved. A National Transportation Safety Board (NTSB) recommendation asked the Federal Aviation Administration (FAA) to develop guidance material for glider/sailplane owners and operators on installation options of transponder systems and to aid in the prompt installation and approval of transponders in gliders.

**Recommended Action:** Glider/sailplane owners and operators should be aware of the following information regarding installation and approval of transponder systems in gliders/sailplanes.

## **1. FAA Publications.**

- a. Advisory Circulars (AC) may be found on the FAA's Website at [https://www.faa.gov/regulations\\_policies/advisory\\_circulars/](https://www.faa.gov/regulations_policies/advisory_circulars/) or the Dynamic Regulatory Library at <https://drs.faa.gov>.
  - AC 43.13-2, Acceptable Methods, Techniques and Practices – Aircraft Alterations;
  - AC 43-6, Altitude Reporting Equipment and Transponder System Maintenance and Inspection Practices.
- b. FAA Aeronautical Information Manual (AIM) can be found at [https://www.faa.gov/air\\_traffic/publications](https://www.faa.gov/air_traffic/publications)
  - AIM, Paragraph 4-1-20, Transponder and ADS-B Out Operation.

## **2. Title 14 Code of Federal Regulations (14 CFR).** 14 CFR sections may be accessed at the eCFR website at <https://www.ecfr.gov>.

- 14 CFR part 23, § 23.2500;
- 14 CFR part 43, §§ 43.3, 43.5, 43.9, 43.13, appendices E and F; and
- 14 CFR part 91, §§ 91.215, 91.217, 91.411, 91.413;

**Contact:** Direct questions or comments regarding this InFO to the Aircraft Maintenance Division at [9-AWA-AFS-300-Correspondence@faa.gov](mailto:9-AWA-AFS-300-Correspondence@faa.gov).