

Technical Service Letter



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Original issue date : 30-01-2012
Document number : TSL-DACE-046
Revision : -
Revision date : -
Title : **Sensor/GPS/Rfid device attachment to ULDs**

1. Planning information

- A. Effectivity: With this technical service letter Sensor/GPS/Rfid devices can be attached to any ULD manufactured by Driessen Air Cargo Equipment / Alcan Singen / Alusuisse Singen
- B. Reason: To enable the ULD owner/operator to add any adequate device to its ULDs.
- C. Description: See section 3, accomplishment instructions.
- D. Compliance: If required, this technical service letter must be used.

2. Material information not applicable

3. Accomplishment instructions

This is to advise that Driessen Zodiac Aerospace have no objection to the installation of sensors, GPS, RFID or other tracking devices to any ULD manufactured by Driessen Air Cargo Equipment/Alcan Singen/Alusuisse Singen, provided the following:

A. General:

In relation to equipment not supplied by Driessen Zodiac Aerospace, Driessen Zodiac Aerospace accepts no responsibility to functionality of any installed equipment, or any damage, liability or other claims, or responsibility for approvals/certifications needed for any possible interference with aircraft systems or other systems that may be affected by sensor/GPS/Rfid signals.

B. Containers:

1. Attachment of any sensor/GPS/Rfid equipment shall be done in a way that does not affect structural integrity of the container, primarily by attachment to sheets by use of regular blind rivets as otherwise used for patching, alternately by standard nuts/bolts.
2. If attached to the sheet, the section for "sheet patching" in the applicable CMM may be used as guidance for method of attachment of sensor/GPS/Rfid.



3. If holes have to be cut-out for the attachment of such a device, the section for “allowable damage limits” in the applicable CMM is applicable for the definition of the allowed sizes and locations.
 4. If an original hole/fastener will be used for the attachment of such a device, it has to be ensured that the original clamp force of the fastener will not be affected (e.g. no soft materials between the fastener and the ULD structure).
 5. If such a device will be attached to a non-metallic part (e.g. composite sheets) the function of the device might be affected (no signal reflection). In this case a thin aluminium plate between the device and the non-metallic part can be used.
 6. Sensors/GPS/RFID should be installed internally in container if possible to avoid potential collision conflicts and any required clearance as per IATA ULD Technical Manual and other standard requirements shall be observed if installed externally.
- C. Pallets:
1. Ideally such a device will be attached into the existing seat-track rail of the pallet. It has to be ensured that neither any net attachment point nor the next 2 adjacent seat-track points will be blocked.
 2. If holes have to be cut-out for the attachment of such a device, the section for “allowable damage limits” in the applicable CMM is applicable for the definition of the allowed sizes and locations.
 3. Sensors/GPS/RFID should be installed in a way to avoid potential collision conflicts and any required clearance as per IATA ULD Technical Manual and other standard requirements shall be observed.
- D. If attachment to the ULD structure is needed and existing fastener holes are not sufficient or the “allowable damage limitations” according to the applicable CMM have to be exceeded, special approval needs to be given by Driessen Zodiac Aerospace.

