
Type Acceptance Report

TAR 4/21B/5

ASH 25E Sailplane

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Executive Summary

New Zealand Type Acceptance has been granted to the ASH 25E based on validation of LBA (German Federal Civil Aviation Authority) Type Certificate number 858. There are no special requirements for import.

The Model ASH 25E is now eligible for the issue of an Airworthiness Certificate in the Standard Category in accordance with CAR §21.177, subject to any outstanding New Zealand operational requirements being met. (See Section 5 of this report for a review of compliance of the basic type design with the operating Rules.)

1. Introduction

This report details the basis on which Type Acceptance Certificate No.4/21B/5 was granted in the Standard Category in accordance with NZCAR Part 21 Subpart B.

Specifically the report aims to:

- (a) Specify the foreign type certificate and associated airworthiness design standard used for type acceptance of the model(s) in New Zealand; and
- (b) Identify any special conditions for import applicable to any model(s) covered by the Type Acceptance Certificate; and
- (c) Identify any additional requirements which must be complied with prior to the issue of a NZ Airworthiness Certificate or for any subsequent operations.

2. Foreign Type Certificate Details

Type Certificate: TC Number 858

Issued by: LBA

Manufacturer: **Alexander Schleicher GmbH & Co**

Model: **ASH 25 E**

Engine: Rotax 275

Propeller: MT 130 1 108-18 or MT 130 L 95-18

MCTOW 750kgs (1654 lbs)

Noise Category: LSL Kapitel VI, Amendment 1, dated 1 Jan 1989 (59.6 db [A])

The certification basis of the ASH 25E is JAR 22 including amendment up to 13 Sept 1982 and supplementary amendments 22/84/1, 22/85/1 and 22/86/1. This is an acceptable certification basis in accordance with NZCAR Part 21B Para §21.41 and Advisory Circular 21-1A. There are no non-compliances and no additional special conditions have been prescribed by the Director under §21.23.

3. Type Acceptance Certificate

The application for New Zealand type acceptance was from the ASH 25E Syndicate, dated 18 Aug 03. The first of type example was serial no. 25062 registration ZK-GZQ.

Type Acceptance Certificate No. 4/21B/5 was granted on 15 October 2003 to the ASH 25E based on validation of LBA Type Certificate number 858. There are no special requirements for import into New Zealand.

4. Type Data

The type data requirements of NZCAR Part 21B Para §21.43 have been satisfied by supply of the following documents:

(1) Type certificate:

LBA Type Certificate data sheet number 858 at revision 5 dated 6 March 03.

(2) Airworthiness design requirements: Already held by the CAA.

(3) Certification compliance listing:

JAR-22 Compliance Checklist ASH 25E (in German Language)

(4) Flight manual:

Flight Manual for Powered Sailplane ASH 25 E – LBA Approved 18 October 1989 – CAA accepted as AIR 2839.

(5) Illustrated Parts Catalogue: No Separate Manual Published.

(6) Maintenance manual and service data for aircraft, engine and propeller:

Aircraft: Schleicher Maintenance Manual and Repair Manual for the Powered Sailplane ASH 25 E dated Jan 1995.

Table of AD Notes and Technical Notes.

Propeller: Document E-112, Operation – and Installation Manual for MT wood and Composite Propellers, dated 25 Nov 1993 Revision 2, LBA Approved.

Engine: Manual for ROTAX – Engine Type 275 1st Edition, Approved by Federal Office for Civil Aviation, Austria dated 7 Nov 1988.

(7) Agreement from manufacturer to supply updates of data in (4), (5) and (6):

A letter from Manufacturer Schleicher dated 4 September 2003.

5. Additional New Zealand Requirements

Compliance with the retrospective airworthiness requirements of NZCAR Part 26 is a prerequisite for the grant of a type acceptance certificate.

Civil Aviation Rules Part 26

Subpart B - Additional Airworthiness Requirements

Appendix B - All Aircraft

PARA:	REQUIREMENT:	MEANS OF COMPLIANCE:
B.1	Marking of Doors and Emergency Exits	<i>To be determined on an individual aircraft basis</i>

Compliance with the following additional NZ operating requirements has been reviewed and were found to be covered by either the original certification requirements or the basic build standard of the aircraft, except as noted:

Civil Aviation Rules Part 91

Subpart F - Instrument and Equipment Requirements

PARA:	REQUIREMENT:	MEANS OF COMPLIANCE:
91.505	Shoulder Harness if Aerobatic; >10 pax; Flight Training	N/A – Less than 10 Passenger seats.
91.507	Pax Information Signs - Smoking, safety belts fastened	N/A – Less than 10 Passenger seats.
91.529	ELT - TSO C91a after 1/4/97 (or replacement)	<i>To be determined on an individual aircraft basis.</i>
91.531	Oxygen Indicators - Volume/Pressure/Delivery	Oxygen System fitted at factory as an option.
91.533	Oxygen for unpressurized aircraft	<i>To be determined on an individual aircraft basis.</i>
91.541	SSR Transponder and Altitude Reporting Equipment	Operational requirement – Compliance as applicable
A.15	ELT Installation Requirements	<i>To be determined on an individual aircraft basis</i>

Civil Aviation Rules Part 104

Subpart C - Equipment and Maintenance Requirements

PARA:	REQUIREMENT:	MEANS OF COMPLIANCE:
104.101	(1) Airspeed Indicator (2) Altimeter (Adjustable for barometric pressure) (3) Magnetic Compass (4) Safety Harness for each seat (5) A First Aid Kit (6) For powered gliders- (a) Fuel Qty Gauge (b) Oil Pressure Gauge (c) Tachometer	Fitted as Standard – See FM §2.13 Minimum Equipment Fitted as Standard – See FM §2.13 Minimum Equipment Fitted as Standard – See FM §2.13 Minimum Equipment Fitted as Standard – See FM §2.13 Minimum Equipment <i>To be determined on an individual aircraft basis</i> Fitted as Standard – See FM §2.13 Minimum Equipment N/A Two-stroke engine Fitted as Standard – See FM §2.13 Minimum Equipment

Attachments

Copy of LBA Type Certificate Data Sheet Number 858
Three-view drawing Schleicher Model ASH 25 E

Sign off

Zahid Munawar
Airworthiness Engineer

Date: 15 Oct 2003