

Import requirements	A U.S. Airworthiness Certificate may be issued on the basis of a Certificate of Airworthiness for Export signed by a representative of the Luftfahrt-Bundesamt (LBA), containing the following statement: "The glider covered by this certificate has been examined and found to comply with the Federal Republic of Germany Glider Airworthiness Requirements dated February 1966 and conforms to Type Certificate No. G.23EU."
Certification basis	FAR 21.23, effective 1 February 1965. Federal Republic of Germany Glider Airworthiness Requirements, dated February 1966 were found to provide a level of safety equivalent to provisions of FAR 21.23, to enable certification under the provisions of FAR 21.29. Type Certificate G23EU issued 11 December 1970. Date of application for Type Certificate: 9 October 1969.
Equipment:	The basic required equipment as prescribed in the application airworthiness regulations (see Certification basis) must be installed in the glider for standard airworthiness certification. In addition the following equipment must be installed: Instruments (1) Airspeed Indicator (2) Altimeter LBA-Approved "Standard Cirrus" Flight and Service Manual.

- NOTE 1. Current weight and balance report including list of equipment in certificated empty weight, and loading instructions when necessary, must be provided for each glider at the time of original certification.
- NOTE 2. The following placards must be installed in full view of the pilot (See NOTE 7):
- (a) "Cloud flying: Permitted only when the following instruments are installed:
 - (1) Airspeed indicator
 - (2) Altimeter
 - (3) Turn and bank
 - (4) Variometer
 - (5) Compass"
 - (b) "Night flying is prohibited".
 - (c) "The following four acrobatic maneuvers only are permitted:
 - (a) Inside loops
 - (b) Stall turns
 - (c) Tight turns
 - (d) Spins
 in accordance with the instructions of the Flight manual".
 - (d) For gliders with water ballast tanks installed in the wings:
"The glider is equipped with water ballast tanks. When flying with water ballast check the takeoff weight. It must not exceed the permitted maximum weight. Observe the instructions of the Flight Manual".
- NOTE 3. All external portions of the glider exposed to sunlight must be painted white. Registration and Competition numbers must be painted blue-gray or in any other light colors.
- NOTE 4. Maintenance, Inspections and Repairs must be accomplished in accordance with Schempp Hirth "STANDARD CIRRUS" Flight and Service Manual.
- NOTE 5. Major repairs must be performed in accordance with repair methods approved by the Schempp-Hirth Company.
- NOTE 6. Maximum weight, 728 lb., with water ballast tanks in the wings is approved when tanks are installed during original manufacture or when installed in accordance with Schempp- Hirth K.G. Technical Note No. 1/71, dated June 4, 1971 provided that Amendment 3 (addition of Appendix A) dated June 1971 is incorporated in the LBA-approved "STANDARD CIRRUS" Flight and Service Manual.

- NOTE 7. Maximum weight, 860 lb., with water ballast, is approved per Schempp-Hirth Technical Note 1-72 dated June 72 for gliders which have the approved water ballast system installed (see NOTE 6) and has the "STANDARD CIRRUS" Flight and Service Manual with Amendments 1 through 6 inclusive incorporated. Also, placards per page 3A of Amendment 6 of the "STANDARD CIRRUS" Flight and Service Manual must be installed in addition to required placard of DATA Sheet Note 2(d). Installation of a thermometer for outside air temperature is required.
- NOTE 8. Burkhart Grob Flugzeugbau, Industriestrasse, 8948 Mindelheim, West Germany is licensed by Schempp-Hirth to manufacture Standard Cirrus gliders under Type Certificate G23EU and these gliders are eligible for U.S. Standard Airworthiness Certificates. A "G" is added to the serial number.

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