
Certification basis	<p>CAR 10. Type Certificate No. G2EU issued December 4, 1963. Date of application for Type Certificate March 1, 1963. Each glider and any replacement parts manufactured in Austria must be clearly identified as imported. A U.S. airworthiness certificate may be issued on the basis of a Certificate of Airworthiness for Export signed by a representative of the Bundesamt für Zivilluftfahrt, containing the following statement: "The glider covered by this certificate has been examined and found to comply fully with the Federal Republic of Austria regulations dated April 1950 and conforms to Type Certificate No. G2EU". (This certification is equivalent to CAR 5 effective February 15, 1956.)</p>
Equipment	<p>The basic required equipment as prescribed in the applicable airworthiness regulations (see Certification basis) must be installed in the glider for certification. In addition the following item of equipment is required: Flight and Maintenance Handbook.</p>

NOTE 1. Current weight and balance report including list of equipment in certificated empty weight, and loading instruction, 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:

- (a) "Cloud flying: Permitted only when the following instruments are installed.
 - 1 - Altimeter (approved type)
 - 2 - Turn and bank (approved type)
 - 3 - Variometer
 - 4 - Compass"
- (b) "When flying in rough air do not exceed 70 knots (81 mph)"
- (c) "Night flying is prohibited"
- (d) "Manoeuvres permitted:
 - Tight turns
 - Stalls
 - Spins."

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