

**Subject:** Approved repair procedures according to EU-VO 1702/2003, Part 21, Section M

**Applicability:** All sailplanes, powered sailplanes and propellers with a type certificate of the company

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**Compliance:** None, only in case of a major repair.

**Reason:** This TN is for avoidance of single approvals for general, common repairs. With the information under Point „Action“ the EU-regulation will be satisfied and the acceptance of repairs according to 21 A.433 shall be seen as granted by the manufacturer.

**Action:** For sailplanes, powered sailplanes and propellers the following documents – in their latest issue – are accepted as approved maintenance or repair documents, as in the sense of § 8 LuftBO resp. the regulation (EG) No. 1702/2003, part 21, Section M repairs:

Drawing documentation and/or procedures of the manufacturer

"Grundlagen der Luftfahrzeugtechnik in Theorie und Praxis", Band II  
publisher TÜV Rheinland GmbH, ISBN No.: 3-88585-001-X

"Grundlagen der Luftfahrzeugtechnik in Theorie und Praxis", Band V:  
Segelflugzeuge und Motorsegler, publisher TÜV Rheinland GmbH,  
ISBN No.:3-8249-0351-2

Jacobs, Hans; Lück, Herbert: "Werkstattpraxis für den Bau von  
Gleitflugzeugen und Segelflugzeugen", Verlag Th. Schäfer, Hannover,  
ISBN No.: 3-88746-220-3

"Kleine Fiberglas-Flugzeug-Flickfibel", von Ursula Hänle (Eigenverlag)

Seminardruck "Faserverbundwerkstoffe im Segelflugzeugbau",  
advanced training course of the DAeC at the technical college Rosenheim

"Aircraft Inspection and Repair" FAA AC 43.13-1A (German translation)  
or new American Issue FAA AC 43.13-1B

Available Version FAA AC 43.13-1A Chg. 3 at  
publisher TÜV Rheinland GmbH, ISBN 3-921059-91-7

(We want to point out that nationally effective provisions for maintenance and inspection still have to be obeyed when using this document)

**Material and Drawings:** See Action

**Mass and C.G.:** A new weight and C.G. determination is basically necessary after a major repair.

**Notes:**

Spar flanges made from GRP and CRP are only allowed to repair under usage of original materials (fibres and synthetic resin) according to the specifications of the manufacturer. This material has to be purchased from the manufacturer.

Metal fittings or fibre composite parts necessary for a repair that can only be manufactured with moulds must also be purchased from the manufacturer.

The inspector has to supervise the repairs according to the national arrangements. Whether enough documentation and information for the planned repair is available, is under the decision of this inspector.

All action has to be documented by an inspector authorised for such work in the test documents and the sailplane's log book.

Poppenhausen, 24 May 2005

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i.A.

(M. Heide)

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