

Table of AD-Notes and Technical Notes

**ALEXANDER SCHLEICHER**

GMBH & CO

Segelflugzeugbau  
D-36163 Poppenhausen

Type: **ASH 25 E, ASH 25 M** Data Sheet No.: **EASA.A.213**

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License: **DE.21G.0010**

TN-No	LBA-AD-No. Issue Date	TN Issue Date	Version & Serial no.s affected	Subject	Compliance	Inspection Ref.
<b>1</b>		<b>06.03.90</b> LBA- app.: 24.04.90	all ASH 25 E S/N 25077 as of S/N 25098 serial standard	Improvement mod to the spar caps	--	
<b>2</b>		<b>30.11.90</b> LBA-app.:11.12.90	all ASH 25 E	Increase of the R.P.M. for the Rotax 275 engine	this mod must be accomplished by 31.03.1991	
<b>3</b>		<b>30.11.90</b> LBA-app.:11.12.90	all ASH 25 E	Installation of a second propeller type	--	
<b>3 b</b>		<b>30.06.91</b> LBA-app.:21.08.91 the present TN 3 b supersedes the previous TN 3 dated 30.11.90	all ASH 25 E	Installation of a second propeller type	none, optional mod only	
<b>4</b>	<b>91-146</b> <b>02.09.91</b>	<b>28.02.91</b> LBA- app.:26.06.91	all ASH 25 E except that point 4 <b>does not</b> <b>apply</b> to the following S/N: 25055, 25059, 25068, 25069, 25082,25087, 25088, 25106, 25122	<ol style="list-style-type: none"> <li>1. Inspecting the elevator engaging actuator (on the top of the fin) in accordance with the instruction given in the manual</li> <li>2. Editorial corrections in the Flight and Maintenance Manuals</li> <li>3. Exchange of the Engine Manual</li> <li>4. Replacement of one hose sleeve in the flexible fuel tank system in the wing</li> </ol>	action to be accomplished until the next annual C. of A. inspection, but before or on 30.09.1991, at the latest	
<b>5</b>		<b>30.06.91</b> LBA-app.:21.08.91	all ASH 25 E	<ol style="list-style-type: none"> <li>1. Amendment of the Flight and Maintenance Manual because of approval of the ILEC-TAZ-25 power-plant monitoring unit</li> <li>2. Optional installation of the ILEC-TAZ-25 power-plant monitoring unit</li> </ol>	Ad 1: this mod must be accomplished by 30.04.1992 Ad 2: none, optional mod only	
<b>6</b>	<b>RLD-approved</b> <b>01.04.92</b>	<b>17.01.92</b>	all ASH 25 E <u>for registration in the Netherlands</u>	Some structural modification are necessary for the Netherlands (only in german language)	only for Export to the Netherlands	
<b>7</b>		<b>10.02.93</b> LBA-app.:04.03.93	all ASH 25 E S/N 25151, 25152, 25155 as of S/N 25164 serial standard	Constructional changes applying to the new factory series	serial version for new production	

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<b>8</b>		<b>11.02.93</b> LBA-app.:04.03.93	all ASH 25 E	Wing intersection at 12,2 m; detachable wing tip	none, optional mod only	
--	<b>1993-001/3</b> <b>09.04.98</b> supersedes 93-001/2 dated 20.04.94 and 93-001 dated 03.03.93	<b>without</b>	all ASH 25 E	Locking of L'Hotellier connectors	action to be accomplished until the next annual C. of A. inspection, but before or on 30.04.1994, at the latest respectively <b>15.05.1998</b>	
<b>9</b>		<b>13.07.93</b> LBA-app.:06.09.93	all ASH 25 E	Wedekind safety sleeves Locking of L'Hotellier connectors	none, optional mod only	
<b>10</b>		<b>10.07.95</b> LBA-app.:14.07.95	all ASH 25 E	Modification for optional operation with/without wingtip extension to 25,6 m incl. 0,35 m high winglets	none, optional mod only	
<b>11</b>		<b>14.11.97</b> LBA-app.:24.11.97	all ASH 25 E under the condition that the TN no.1 (spar cap reinforcement) has been accomplished on the aircraft in question	Conversion of the powered sailplane ASH 25 E (Data Sheet No. 858) into a powered sailplane ASH 25 M according to Data Sheet No. 858	none, optional mod only	
<b>12</b>	<b>1998 - 486</b> <b>14.01.99</b>	<b>27.03.98</b> LBA-app.:06.11.98	only version ASH 25 E  all serial numbers	<ol style="list-style-type: none"> <li>1. Increase of service life of the airframe form 6000 to 12000 hours</li> <li>2. Inspection of the elevator control linkage after fuselage and landing gear repairs</li> <li>3. Additional safety device for the landing gear rear bolts; change to maintenance intervals</li> <li>4. Insertion of the AD-Note No. 1993-001/3 (covering the compulsory use of safety devices for the L'Hotellier quick-release connectors) into the Flight and Maintenance Manual</li> </ol>	<ol style="list-style-type: none"> <li>1. Prior to reaching a total flight time of 6000 h</li> <li>2. Prior to the next take-off, if a major repair in the landing gear area or the fin area was done in the past years</li> <li>3. On the next mandatory annual C. of A. inspection</li> <li>4. See AD-Note 1993-001/3</li> </ol>	
<b>13</b>		<b>28.06.99</b> LBA-app.: 14.03.00	ASH 25 E and ASH 25 M all serial numbers	Nose bolt with O-Ring for horizontal tail	optional standard on new production gliders	

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<b>14</b>		<b>30.06.99</b> LBA-app.:28.09.99	all ASH 25 E and ASH 25 M	Carbon push rods replacing Aluminium alloy push rods in aileron and flap control circuits inside the wing	none, optional on customer's request	
<b>15</b>	<b>1999-376</b> 02.12.99	<b>03.09.99</b> LBA-app.:23.09.99	only version ASH 25 M	Inspection and exchange of the exhaust damper of the power-plant. Amendment and corrections to the manuals. (so far German language only, translation to follow)	prior to the next engine flight	
<b>16</b>		<b>19.10.00</b> LBA-app.: 24.11.00	all ASH 25 M	New propeller AS2F1-1/R153-92-N1 for ASH 25 M (so far German language only, translation to follow)	none, optional mod on customer's request; for new production as well as for retrofit	
<b>17</b>		<b>05.09.00</b> LBA-app.: 08.11.00	all ASH 25 M	Permanently installed refuelling equipment (so far German language only, translation to follow)	none, optional mod on customer's request	
<b>18</b>		<b>08.12.00</b> LBA-app.:07.03.01	all ASH 25 E and ASH 25 M	Modification for optional operation with/without wingtip extension to 26 m incl. 0,53 m high winglets (so far German language only, translation to follow)	none, optional mod on customer's request	
<b>19</b>		<b>08.12.00</b> LBA-app.:05.03.01	all ASH 25 E 5) only for ASH 25 M	Different construction modifications Change of outer wing laminate layout 1) Flap and aileron shear web in CRP 2) Ailerons built from HM carbon fibres 3) NACA ducts for blowing 4) Control hole for spark plug in fuselage bottom (so far German language only, translation to follow)	none, optional mod on customer's request for new production; partially as retrofit	
<b>20</b>		<b>29.11.01</b> LBA-app.: 19.12.01	all ASH 25 E with TN 1 all ASH 25 M	Installation of a propulsion system with electronic fuel injection into an ASH 25E, or retrofit into an ASH 25 M (so far German language only, translation to follow)	none, optional mod on customer's request; partially as retrofit	
<b>21</b>		<b>07.03.03</b> LBA-app.: 07.03.03	ASH 25 E	Increase of max. take-off mass and of the mass of the non-lift producing components	None, Optional on customer request	
<b>22</b>	<b>2003-129</b> 21.03.03	<b>21.02.03</b> LBA-app.: 17.03.03	All ASH 25 M with fuel injection (sales designation: ASH 25 Mi)	Inspection and where necessary replacement of one fuel line	Immediately, prior to the next take-off	

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<b>23</b>		<b>27.09.04</b> LBA-app.: 10.12.04 EASA-app.: 10.12.04	All ASH 25 M and ASH 25 Mi	Different construction modifications 1) New Engine Battery 2) Additional O <sub>2</sub> installation in fuselage tail cone	none, optional mod on customer's request partially for new production	
<b>24</b>		<b>31.03.03</b> LBA-app.: 24.02.04 EASA-app.: 26.02.04	All ASH 25 M and ASH 25 Mi	Alteration of the engine manufacturer	None, in case of retrofit or change of engine. Standard for new series production aircraft	
<b>25</b>		<b>07.05.07</b> EASA-app.: 10.05.07	All ASH 25 M and ASH 25 Mi	New fuel lines (PUR) without change at specified intervals	none, optional mod on customer's request; for new production as well as for retrofit	
<b>26</b>		<del><b>20.06.07</b></del> <del>EASA-gen.: 03.07.07</del>	all ASH 25 M and ASH 25 Mi	<del>Installation of transponder antennas</del>	<del>none, optional mod on customer's request</del>	
<b>26</b> Issue II		<b>31.01.08</b> EASA-gen.: 29.01.08	all ASH 25 E ASH 25 M ASH 25 Mi	Installation of transponder antenna behind or sideways of the landing gear	none, optional mod on customer's request	
<b>27</b>		<b>08.01.08</b> EASA-gen.: 29.01.08	all ASH 25 M and ASH 25 Mi	Adjusting the drive belt	at the latest by the next annual C. of A. inspection	
<b>28</b>	EASA-AD 2008-0059 26.03.08  LBA-LTA 2008-145 14.04.08	<b>07.03.2008</b> EASA-app.: 18.03.08	all ASH 25 E	Replacing a lever of the flap control system in the fuselage	Check until 30.04.08 Replacement before the next annual C. of A. inspection.	
<b>29</b>		<b>05.09.12</b> EASA-gen.: 10.09.12	all ASH 25 M with AE50R carburettor motor	Replacement of the carburettor cap, tightness of the bleeding screw on the oil pump	Replacement before 12/31/2012, if an oil leak is detected.	
<b>30</b>		<b>19.09.14</b> EASA-app.: 19.09.14	All ASH 25 M with fuel injection (sales designation: ASH 25 Mi)	Trouble shooting of the Engine Control Unit (ECU)	see Austro Engine Mandatory Service Bulletin No. MSB-AE50R-006	

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<b>31</b>		<b>01.04.15</b> EASA-app.: 07.05.15	All ASH 25 M with fuel injection (sales designation: ASH 25 Mi)	New calibration of the rotor internal cooling temperature	none, optional mod on customer's request	
<b>32</b> Issue II	EASA-AD 2017-0136 31.07.17	<b>19.07.17</b> EASA-app.: 18.05.16	All ASH 25 M and ASH 25 Mi	Replacement of the silencer	Replacement of the existing silencer after 150 engine hours, at the latest	
<b>33</b>				intentionally left blank		
<b>34</b>		<b>15.09.17</b> EASA-app.: 15.09.17	all ASH 25 E ASH 25 M ASH 25 Mi	Specification update of the flexible fuel tanks	in case of replacement or new installation of a flexible fuel tank	
<b>35</b>		<b>22.05.18</b> EASA-app.: 12.10.17	All ASH 25 M with fuel injection (sales designation: ASH 25 Mi)	Improvement of the performance map of the new IAE50R-AA ECU with serial numbers "AE00XXX" which were installed as standard from 2014 onwards	during the next engine maintenance or next annual C of A inspection	
<b>36</b>		<b>03.04.20</b> EASA-app.: 07.09.20	all ASH 25 E ASH 25 M ASH 25 Mi	Specification of service life limitations for the brake hoses of the hydraulic wheel brake	none, optional mod on customer's request	