European Union Aviation Safety Agency

Airworthiness Directive

AD No.: 2025-0091

Issued: 23 April 2025

Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EU) 2018/1139 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 129 of that Regulation.

This AD is issued in accordance with Regulation (EU) 748/2012, Part 21.A.3B. In accordance with Regulation (EU) 1321/2014 Annex I Part M.A.301, or Annex Vb Part ML.A.301, as applicable, the continuing airworthiness of an aircraft shall be ensured by accomplishing any applicable ADs. Consequently, no person may operate an aircraft to which an AD applies, except in accordance with the requirements of that AD, unless otherwise specified by the Agency [Regulation (EU) 1321/2014 Annex I Part M.A.303, or Annex Vb Part ML.A.303, as applicable] or agreed with the Authority of the State of Registry [Regulation (EU) 2018/1139, Article 71 exemption].

Design Approval Holder's Name:

DG Aviation GmbH

Type/Model designation(s):

DG-1000M powered sailplanes

Effective Date: 07 May 2025

TCDS Number: EASA.A.072

Foreign AD: Not applicable

Supersedure: None

ATA 71 – Power Plant – Engine Support Frame – Inspections / Modification

ATA 61 – Propeller – Propeller Assembly – Balancing

ATA 73 – Engine – Fuel and Control – Powerplant Controllers Software – Modification

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Manufacturer(s):

DG-Flugzeugbau GmbH

Applicability:

DG-1000M powered sailplanes, all serial numbers.

Definitions:

For the purpose of this AD, the following definitions apply:

The TN: DG Aviation Technical Note (TN) 1000-51 FE-29-01 Issue 01.d.

Affected part: Engine mount steel frame having Part Number (P/N) 10M112.

Serviceable part: An affected part which is new (never previously installed on any sailplane), or a part that before installation has passed an inspection (no defect found) in accordance with the instructions of the TN.

The old MM task: DG Aviation Maintenance Manual (MM) for DG-1000M, task 4.10.2 “Mounting and tensioning of the drive belts”, issued before January 2025.

Reason:

Occurrences of the engine mount cracking, near the propeller head, were reported on DG 1000M powered sailplanes.

This condition, if not detected and corrected, could lead to structural failure of the engine mount, leading to a reduction in belt tension and consequent loss of power transmission to the propeller.

To address this potential unsafe condition, DG Aviation issued the TN, to provide inspection, repair and modification instructions.

For the reason described above, this AD requires inspection and, depending on findings, repair and modification of affected part(s).

Required Action(s) and Compliance Time(s):

Required as indicated by this AD, unless the action(s) required by this AD have been already accomplished:

Inspection(s):

(1) Before next use of the engine or within 30 days after the effective date of this AD, whichever occurs first, accomplish the inspection of the affected part in accordance with the instructions of the TN.

(2) Before next use of the engine or within 30 days after the effective date of this AD, whichever occurs first, accomplish powerplant belt tension check in accordance with the instructions of the TN.

Corrective Action(s):

(3) If, during the inspection as required by paragraph (1) of this AD, any discrepancy is detected as defined in the TN, before next engine use, accomplish repair in accordance with instructions of the TN, or contact DG Aviation for approved repair instructions and, within the compliance time specified therein, accomplish those instructions accordingly, or replace an affected part with a serviceable part.

(4) If, during the inspection as required by paragraph (2) of this AD, any discrepancy is detected as defined in the TN, before next engine use, adjust the belt tension in accordance with the instructions of the TN.

Powerplant Modification(s):

(5) Within 15 engine hours or 11 months after the effective date of this AD, whichever occurs first, install a Carbon Fiber-Reinforced Plastic (CFRP) bracket P/N 10M227, between the two upper belt tensioning pulleys, in accordance with instructions of the TN.

Additional Maintenance Instructions:

(6) Within 15 engine hours or 11 months after the effective date of this AD, whichever occurs first, perform dynamic balancing of the propeller assembly in accordance with the instructions of the TN.

Additional Maintenance Requirements:

(7) From the effective date of this AD, do not accomplish any maintenance action on a sailplane in accordance with the instructions of the old MM task, as defined in this AD.

Ref. Publications:

DG Aviation Technical Note No TN 1000/51 FE-29-01 Issue 01.d dated 26 February 2025.

The use of later approved revisions of the above-mentioned document is acceptable for compliance with the requirements of this AD.

Remarks:

1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.

2. Based on the required actions and the compliance time, EASA have decided to issue a Final AD with Request for Comments, postponing the public consultation process until after publication. All interested persons may send their comments, referencing the AD Number, to the E-mail address specified in below Remark 3, prior to 21 May 2025. Only if any comment is received during the consultation period, a Comment Response Document will be published in the EASA Safety Publications Tool, in a compressed ('zipped') file, attached to the record for this AD.

3. Enquiries regarding this AD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.

4. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this AD, and which may occur, or have occurred on a product, part or appliance not affected by this AD, can be reported to the EU aviation safety reporting system. This may include reporting on the same or similar components, other than those covered by the design to which this AD applies, if the same unsafe condition can exist or may develop on an aircraft with those components installed. Such components may be installed under an FAA Parts Manufacturer Approval (PMA), Supplemental Type Certificate (STC) or other modification.

5. For any question concerning the technical content of the requirements in this AD, please contact: DG Aviation GmbH, Otto Lilienthal Weg 2, 76646 Bruchsal, Germany.
Email: info@dg-aviation.de