



Airworthiness Directive

AD No.: 2025-0220

Issued: 10 October 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-1000T powered sailplanes

Effective Date: 24 October 2025

TCDS Number(s): EASA.A.072

Foreign AD: Not applicable

Supersedure: This AD supersedes EASA AD 2025-0112-E dated 14 May 2025.

Flight Manual – Amendment

ATA 71 – Powerplant – Operational Restriction

ATA 11 – Placards and Markings – Placards – Installation

Manufacturer(s):

DG-Flugzeugbau GmbH

Applicability:

DG-1000T powered sailplanes, all serial numbers.

Definitions:

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

The SI: DG Aviation Service Information (SI) 116-25 issue 01.b.

The TN: DG Aviation GmbH Technical Note (TN) No 1000/52.

Affected propeller adapter ring: Propeller adapter ring having Part Number (P/N) 10 M 067 version a or any earlier approved P/N.

Improved propeller adapter ring: Propeller adapter ring having P/N 10 M 067 version b or any later approved P/N eligible for installation in accordance with DG Aviation instructions.



Groups:

Group 1 powered sailplanes are those which have an affected propeller adapter ring installed.

Group 2 powered sailplanes are those which are not Group 1 powered sailplanes.

Note 1: Powered sailplanes modified in production in accordance with the instructions of the TN are Group 2 powered sailplanes, provided that no affected propeller adapter ring was installed on the powered sailplane after the delivery from production.

Reason:

Occurrences were reported of propeller separation from DG-1000T powered sailplanes. In both cases, the rubber of the damper element has sheared off completely.

This condition, if not detected and corrected, could lead to damages of the structure and reduced control of the sailplane, as well as injury to people on the ground.

To address this potential unsafe condition, DG Aviation issued a Flight Manual (FM) revision to prohibit engine operations and issued the SI to provide instructions to install “Motor INOP” placards. Consequently, EASA issued AD 2025-0112-E prohibiting the use of the sailplane’s powerplant.

Since that AD was issued, DG Aviation developed design improvement of the propeller adapter ring safety mechanism and issued the TN making this modification available for in-service powered sailplanes.

For the reasons described above, for powered sailplanes in pre-TN configuration, this AD retains the requirements of EASA AD 2025-0112-E, which is superseded, and introduces part installation restriction for powered sailplanes in post-TN configuration.

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:

Powerplant Restriction:

- (1) For Group 1 powered sailplanes: From 16 May 2025 [the effective date of EASA AD 2025-0112-E] do not operate the powerplant of a powered sailplane.

Additional Requirements:

- (2) For Group 1 powered sailplanes: Within 7 days after 16 May 2025 [the effective date of EASA AD 2025-0112-E] amend the powered sailplane FM in accordance with the instructions of the SI, inform all flight crews and, thereafter, operate the powered sailplane accordingly.
- (3) Concurrently with the FM amendment, as required by paragraph (2) of this AD, install “Motor INOP” placards in accordance with the instructions of the SI.



Credit:

- (4) Installation of “Motor INOP” placards accomplished before 16 May 2025 [the effective date of EASA AD 2025-0112-E] in accordance with the instructions of the SI at the original issue (01.a), is acceptable to comply with the requirement of paragraph (3) of this AD for that powered sailplane.

Alternative Method of Compliance:

- (5) De-installation (removal) of the powerplant of a powered sailplane, in accordance with the instructions of the applicable DG-1000T Maintenance Manual, is an acceptable alternative method to comply with the requirements of paragraphs (2) and (3) of this AD for that powered sailplane.

Optional Modification:

- (6) For Group 1 powered sailplanes: Following modification of a powered sailplane in accordance with the instructions of the TN, the requirements of paragraphs (1), (2) and (3) of this AD are not applicable for that powered sailplane, and the amendment of the powered sailplane FM and the “Motor INOP” placard, if previously installed, can be removed from that powered sailplane. After the modification, the powered sailplane becomes a Group 2 powered sailplane (see paragraph (7) of this AD).

Part Installation:

- (7) For Group 2 powered sailplanes: From the effective date of this AD, do not install any affected propeller adapter ring on any powered sailplanes.

Ref. Publications:

DG Aviation SI 116-25 issue 01.a (original issue) dated 05 May 2025 or issue 01.b dated 12 May 2025.

DG Aviation GmbH TN No 1000/52 issue 01.b dated 08 October 2025.

The use of later approved revisions of the above-mentioned documents 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 07 November 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.

