Airworthiness Directive

AD No.: 2026-0207

Issued: 02 November 2026

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-500 and DG-800 powered sailplanes

Effective Date: 16 November 2026

TCDS Number(s): EASA.A.067 and EASA.A.233

Foreign AD: Not applicable

Supersedure: None

ATA 28 – Fuel – Hoses – Inspection / Replacement

Manufacturer(s):
DG-Flugzeugbau GmbH, Glaser-Dirks Flugzeugbau GmbH

Applicability:
DG-500 M and DG-500 MB powered sailplanes, all serial numbers (s/n); and

DG-800 B powered sailplanes, all s/n, except those modified in accordance with the instructions of DG Flugzeugbau GmbH Technical Note (TN) 800/41 Instruction 4 "Retrofit of a Magnetti Marelli IWP 069 Primer Valve".

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

The TN: DG Aviation TN TN800-54 and TN500-18 (issued as a single document).

Affected part: The 40mm (1.5") long fuel hose, fixed to the primer valve.

Serviceable part: Fire resistant fuel hoses corresponding to standard to ISO 7840-A1.

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Reason:

An occurence of loss of engine power during self-launch operation has been reported. Relevant investigation identified rupture of an affected part as root cause.

This condition, if not detected and corrected, could lead to fuel leakage, with consequent possible risk of fire.

To address this potential unsafe condition, DG Aviation GmbH issued the TN providing instructions for inspection and replacement of the affected part.

For the reason described above, this AD requires a one-time inspection of the affected part, and replacement with a serviceable part.

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:

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

Corrective Action:

(2) If, during the inspection as required by paragraph (1) of this AD, any cracked or damaged affected part is detected, before next use of the engine or within 30 days, whichever occurs first after the inspection, replace that affected part with a serviceable part, as defined in this AD and equipped with a metal hose connector, in accordance with the instructions of the TN.

Replacement:

(3) Unless previously accomplished as required by paragraph (2) of this AD, within 3 months after the effective date of this AD, replace the affected part with a serviceable part, as defined in this AD and equipped with a metal hose connector, in accordance with the instructions of the TN.

Part(s) Installation:

(4) From the effective date of this AD, installation of an affected part is allowed provided that the part is a serviceable part and is equipped with a metal hose connector.

Ref. Publications:

DG Aviation DG Aviation TN TN800-54 and TN500-18 (issued as a single document) original issue dated 23 September 2026.

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.

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2. This AD was posted on 28 September 2026 as PAD 26-117 for consultation until 26 October 2026. The Comment Response Document can be found in the EASA Safety Publications Tool, in the 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.

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