



Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 25-187

Issued: 11 December 2025

Note: This Proposed Airworthiness Directive (PAD) 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.

In accordance with the EASA Continuing Airworthiness Procedures, the Executive Director is proposing the issuance of an EASA Airworthiness Directive (AD), applicable to the aeronautical product(s) identified below.

All interested persons may send their comments, referencing the PAD Number above, to the e-mail address specified in the 'Remarks' section, prior to the consultation date indicated.

Design Approval Holder's Name:

DG AVIATION GmbH

Type/Model designation(s):

DG-800 (powered) sailplanes

Effective Date: [TBD - standard: 14 days after AD issue date]

TCDS Number(s): EASA.A.067

Foreign AD: Not applicable

Supersedure: None

ATA 27 – Flight Controls – Control Column Pivoting Bearing – Inspection

Manufacturer(s):

DG-Flugzeugbau GmbH, Glaser-Dirks Flugzeugbau GmbH

Applicability:

DG-800 S and DG-808 S sailplanes; and

DG-800 A, DG-800 B, DG-808 C and DG-800 LA powered sailplanes.

Definitions:

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

The TN: DG Aviation GmbH Technical Note (TN) 800/52.

The affected part: Control column pivoting bearing.

Reason:

An occurrence was reported where the ball of one of the two pivoting bearings of the control stick suspension moved out of the bearing housing. As a result, the control stick could be lifted out of the parallelogram bell crank.



This potential unsafe condition, if not detected and corrected, could lead to failure of the attachment of the control stick, possibly resulting in reduced or compromised control of the sailplane.

To address this potential unsafe condition DG Aviation GmbH issued the TN to provide a one-time inspection and replacement instructions.

For the reasons described above, this AD requires one-time inspections of each affected part and, depending on findings, replacement of the unserviceable affected part. This AD also requires accomplishment of additional work independent from the replacement of the affected 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(s):

- (1) Within 50 days after the effective date of this AD inspect each affected part in accordance with the instructions of the TN.

Corrective Action(s):

- (2) If, during the inspection as required by paragraph (1) of this AD, discrepancies, as defined in the TN, are detected on an affected part, before next flight, replace that unserviceable affected part with a new part in accordance with the instructions of the TN.

Additional Work:

- (3) Concurrently with the inspection, as required by paragraph (1) of this AD, accomplish the additional work as required by paragraphs (3.1), (3.2) and (3.3) of this AD in accordance with the instructions of the TN.

(3.1) Install new bushes below each affected part.

(3.2) Install the securing plate with 2 new locknuts.

(3.3) Install new bush on top of the rod end of the aileron control, a washer and secure the bush with new locknut.

Ref. Publications:

DG Aviation GmbH TN 800/52 Issue 01.c (original issue) dated 28 November 2025.

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

Remarks:

1. This Proposed AD will be closed for consultation on 08 January 2026.
2. Enquiries regarding this PAD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.



3. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this PAD, and which may occur, or have occurred on a product, part or appliance not affected by this PAD, 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 PAD 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.
4. For any question concerning the technical content of the requirements in this PAD, please contact: DG Aviation GmbH, Otto Lilienthal Weg 2, 76646 Bruchsal, Germany.
Email: info@dg-aviation.de

