



Emergency Airworthiness Directive

AD No.: 2025-0112-E

Issued: 14 May 2025

Note: This Emergency 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: 16 May 2025

TCDS Number: EASA.A.072

Foreign AD: Not applicable

Supersedure: None

ATA 71 – Powerplant – Operational Restriction

Flight Manual – Amendment

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.

Reason:

Two occurrences were reported of propeller separation from DG-1000T powered sailplanes. In both cases, the rubber of the damper element has sheared off completely. The investigation to determine the root cause is still ongoing.



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.

For the reason described above, this AD prohibits use of a sailplane’s powerplant.

This AD is considered to be an interim action and further AD action may follow.

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) From the effective date of this AD do not operate the powerplant of a powered sailplane.

Additional Requirements:

- (2) Within 7 days after the effective date of this AD 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 the effective date of this AD 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.

Ref. Publications:

DG Aviation SI 116-25 issue 01.a (original issue) dated 05 May 2025 or issue 01.b dated 12 May 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. The results of the safety assessment have indicated the need for immediate publication and notification, without the full consultation process.
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

Superseded



TRADUCTION DE COURTOISIE

de la DIRECTIVE de NAVIGABILITE de l'EASA de référence 2025-0112-E

DG AVIATION GmbH

Planeurs motorisés DG-1000T

Groupe motopropulseur - Restriction opérationnelle Manuel de vol
Amendement - Placards et marquages - Placards - Installation

DATE D'ENTREE EN VIGUEUR :

16 mai 2025

CONSTRUCTEUR(S) :

DG-Flugzeugbau GmbH

APPLICABILITE :

Planeurs motorisés DG-1000T, tous les numéros de série.

DEFINITIONS :

Les définitions suivantes s'appliquent dans le cadre de la présente CN :

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

RAISON :

Deux cas de séparation d'hélice ont été signalés sur des planeurs motorisés DG-1000T. Dans les deux cas, le caoutchouc de l'élément amortisseur s'est complètement cisailé. L'enquête visant à déterminer la cause profonde est toujours en cours.

Cette situation, si elle n'est pas détectée et corrigée, peut endommager la structure et réduire le contrôle du planeur, ainsi que blesser des personnes au sol.

Pour remédier à cette situation potentiellement dangereuse, DG Aviation a publié une révision du manuel de vol (FM) afin d'interdire le fonctionnement des moteurs, et a publié le SI afin de fournir des instructions pour l'installation des plaquettes « Motor INOP » (moteur inopérant).

Pour la raison décrite ci-dessus, cette CN interdit l'utilisation du groupe motopropulseur d'un planeur.

Cette CN est considérée comme une action provisoire et d'autres actions CN pourraient suivre.

ACTIONS ET DELAIS D'APPLICATION :

Requises telles que précisées dans cette CN, sauf si ces actions requises par cette CN ont déjà été réalisées :

Restrictions relatives aux groupes motopropulseurs :

(1) A partir de la date d'entrée en vigueur de cette CN, ne pas utiliser le groupe motopropulseur d'un planeur motorisé.

Exigences supplémentaires :

(2) Dans les 7 jours suivant la date d'entrée en vigueur de cette CN, modifier le manuel de vol du planeur motorisé conformément aux instructions du SI, informer tous les équipages de conduite et, par la suite, exploiter le planeur motorisé en conséquence.

(3) En même temps que la modification du manuel de vol, comme l'exige le paragraphe (2) de cette CN, installer des affichettes « Motor INOP » conformément aux instructions du SI.

Crédit :

(4) L'installation de plaques « Motor INOP » réalisée avant la date d'entrée en vigueur de cette CN conformément aux instructions du SI lors de la délivrance initiale (01.a), est acceptable pour se conformer aux exigences du paragraphe (3) de cette CN pour ce planeur motorisé.

Autre méthode de conformité :

(5) La désinstallation (dépose) du groupe motopropulseur d'un planeur motorisé, conformément aux instructions du manuel de maintenance du DG-1000T applicable, est une méthode alternative acceptable pour se conformer aux exigences des paragraphes (2) et (3) de cette CN pour ce planeur motorisé.

DOCUMENTS DE REFERENCE :

DG Aviation SI 116-25 numéro 01.a (numéro original) daté du 5 mai 2025 ou numéro 01.b daté du 12 mai 2025.

L'utilisation de révisions approuvées ultérieurement des documents susmentionnés est acceptable pour la conformité aux exigences de la présente CN.

REMARQUES :

[...]