



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

