


<b>EASA</b>	<b>AIRWORTHINESS DIRECTIVE</b>
	<p><b>AD No.: 2011-0191</b></p> <p><b>Date: 30 September 2011</b></p> <p>Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) No 216/2008 on behalf of the European Community, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.</p>
<p>This AD is issued in accordance with EC 1702/2003, Part 21A.3B. In accordance with EC 2042/2003 Annex I, Part M.A.301, 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 [EC 2042/2003 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [EC 216/2008, Article 14(4) exemption].</p>	
<p><b>Type Approval Holder's Name :</b> DG-Flugzeugbau GmbH</p>	<p><b>Type/Model designation(s) :</b> DG-500 sailplanes and powered sailplanes</p>
TCDS Number :	EASA.A.233
Foreign AD :	Not applicable
Supersedure :	None
<b>ATA 25</b>	<b>Equipment &amp; Furnishings – Securing Rope for Headrest of Rear Seat – Inspection / Readjustment / Modification</b>
Manufacturer(s):	Glaser-Dirks Flugzeugbau GmbH, ELAN Flight Ltd, ELAN LINE D.O.O., AMS Flight d.o.o., DG-Flugzeugbau GmbH.
Applicability:	DG-500/22 ELAN, DG-500 ELAN Trainer, DG-500/20 ELAN and DG-500 ELAN ORION sailplanes, all serial numbers, and DG-500 M and DG-500 MB powered sailplanes, all serial numbers, if equipped with headrest on the rear seat.
Reason:	<p>Several occurrences have been reported of incorrect re-installation of rear cockpit securing rope for the headrest of the rear seat during maintenance. In one of these occurrences, the aeroplane suffered an accident. The technical investigations following this accident have revealed that the rear cockpit headrest securing rope was too long, which caused the rear seat to interfere with the control stick of the aeroplane.</p> <p>This condition, if not detected and corrected, could lead to loss of control of the aeroplane.</p> <p>To address this unsafe condition, DG Flugzeugbau have developed a modification to be accomplished in accordance with the Working Instruction No.1 for Technical Note (TN) 348/20 in issue 3, dated 13 September 2011, for the English language version and in issue 2, dated 22 October 2008, for the German language version (English version revised at issue 3 to correct a translation discrepancy), which aims to prevent wrong re-installation of the headrest securing rope. TN 500/05 embodies this Working Instruction.</p> <p>For the reasons described above, this AD requires a one-time inspection of the length of the rear cockpit headrest securing rope and, in case of discrepancy, readjustment of the length. In addition, this AD requires the</p>

	installation of a modified headrest securing rope with snap hook.
Effective Date:	07 October 2011
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <ol style="list-style-type: none"> <li>(1) Within 30 days after the effective date of this AD, inspect the rear cockpit headrest securing rope to verify its length.</li> <li>(2) If the length of the securing rope is more than 450 millimetres (mm), before next flight, adjust the length of the rear cockpit headrest securing rope to a length between 400 mm and 450 mm, in accordance with the instructions of DG Flugzeugbau Working instruction No.1 for TN348/20, issue 3, dated 13 September 2011, or equivalent German language version Arbeitsanweisung No.1 zur Technischen Mitteilung (TM) 348/20, Ausgabe 2, dated 22 October 2008.</li> <li>(3) Within 3 months after the effective date of this AD, modify the aeroplane by installing a rear cockpit headrest securing rope with snap hook, in accordance with the instructions of DG Flugzeugbau TN 500/05 embodying Working Instruction No.1 for TN 348/20, or equivalent German language version.</li> <li>(4) Modification accomplished before the effective date of this AD in accordance with Working Instruction No.1 for TN 348/20 issue 2 is considered acceptable for compliance with the requirement of paragraph (3) of this AD.</li> </ol>
Ref. Publications:	<p>DG Flugzeugbau GmbH TN 500/05 Working Instruction No.1 for TN 348/20, issue 3, dated 13 September 2011, or equivalent German language version Arbeitsanweisung No.1 zur TM 348/20, Ausgabe 2, dated 22 October 2008.</p> <p>The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.</p>
Remarks :	<ol style="list-style-type: none"> <li>1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.</li> <li>2. The required actions and the risk allowance have granted the issuance of a Final AD with Request for Comments, postponing the public consultation process after publication.</li> <li>3. Enquiries regarding this AD should be referred to the Safety Information Section, Executive Directorate, EASA. E-mail <a href="mailto:ADs@easa.europa.eu">ADs@easa.europa.eu</a>.</li> <li>4. For any question concerning the technical content of the requirements in this AD, please contact:  DG Flugzeugbau GmbH, Otto-Lilienthal-Weg 2, 76646 Bruchsal,  Federal Republic of Germany  Telephone: +49 (0) 7251 3020140, Fax: +49 (0) 7251 3020149  E-mail: <a href="mailto:dirks@dg-flugzeugbau.de">dirks@dg-flugzeugbau.de</a></li> </ol>