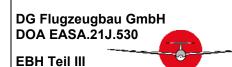
DG Flugzeugbau GmbH DOA EASA.21J.530 EBH Teil III	<u>ه</u>	Technical Note No. 1000/41Revision 1	DocNo.: TM1000-41 revision 1 FE-29-01 Issue: 01.a Date:15.05.2019
Subject : Effectivity type: variants:	variants DG-1000 DG-1000S In Instructions 2	ights, Manual revision, Standardization of the structions 1 and 6 all ser.No.'s, – 4 during production from ser. No. 10-268 o structions 5 from ser. No. 10-268 on	
Accomplishment :	Instructions 2 274	and 6 latest 31.08.2019 -4 during production from ser. No. 10-268 on during production from ser. No. 10-268 on	except for 271-
Reason :	Changes for s Manual revisi weights and c instructions 2	increase of the max. pilot weights from 2x105 standardization of the variants for simplificatio on due to operating experience incl. increase due to the changes for standardization of the v -5. In addition changes of the airworthiness lin guired by the FAA are incorporated.	n of production. of max. pilot ⁄ariants, see
Instructions :	<ul> <li>accomplisiballast in The placadiagram The town of the DG-1000</li> <li>3. Electrical associate 1000M. The DG-1000</li> <li>3. Electrical associate 1000M. The DG-1000</li> <li>3. Electrical associate 1000M. The data statem over the the data statem over the the data statem over the</li></ul>	ly operated landing gear: The landing gear bound composites parts will be taken over from the representation of the geometry of the landing gear will not be ta 000M for not increasing the tail weight. If we geometry of the landing gear will not be ta 000M for not increasing the tail weight. If we can be clamping devices will be replaced by the DG-1000M, assembly see diagram by the DG-1000M. Assembly see diagram by the over from the DG-1000M. Assembly account from the DG-1000M. Assembly account for a large for all versions, even with electricate and wiring: A new plate see draw will be used for all versions, even with electricate and wiring the tail be used for all versions, even with electricate and be integrated, wiring accord the sector switch will be integrated, wiring accord the sector sector set to 18 marked with TN1000/41 hanges. In ual: 0.2 -0. 5, 2.7, 2.12, 6.4, 6.6, 7.2, 7.3, 7.6	pensated by cockpits (see erformed. ee below) have from the variant x and the e variant DG- ken over from by bolted axles a 20. kygen cylinder inders (Option) rding to drawing ving 10R134 lly operated ewitch and a ing to drawing s against new . Respect the 5, 7.7, 7.10, 7.12, 1.12, 1.14, 2.6, 5, 5a, 7, 7a, 11, compared to the

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	2 pieces placards "loading chart" according to MM diagram 11 TN1000/41 Revision 1 Manual pages see above influence negligible	
Remarks	Detailed description of the changes for standardization of the variants are given in the notice of change TM1000/41.	
	Instructions No. 1 and 6 may be executed by the pilot/owner himself. The actions are to be inspected and released by the pilot/owner (according to MA. 801 (b) 3. for EASA registered aircraft).	I
	lf you have any questions concerning this TN please contact DG Flugzeugbau: Tel.: 0049 7251 3020-0, e-mail: dg@dg-flugzeugbau.de	
Bruchsal, date: 8.01.2018 Revision 1 15.05.2019		
Author: Wilhelm Dirks	Modifications/repairs approved by EASA Date 14 March 2019 under Approval No. 10069251	
W. C	<b>Revision 1:</b> Modifications/repairs approved by EASA Date 28 May 2019 under Approval No. 10070048	

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