



- Subject : Max. pilot weights, Manual revision, Standardization of the DG-1000 variants
- Effectivity type: DG-1000
variants: DG-1000S Instructions 1 and 6 all ser.No.'s,
Instructions 2 – 4 during production from ser. No. 10-268 on except for 10-271 – 274, Instructions 5 from ser. No. 10-268 on
- Accomplishment : Instructions 1 and 6 latest 31.08.2019
Instructions 2-4 during production from ser. No. 10-268 on except for 271-274
Instructions 5 during production from ser. No. 10-268 on
- Reason : Possibility to increase of the max. pilot weights from 2x105 kg to 2x110 kg. Changes for standardization of the variants for simplification of production. Manual revision due to operating experience incl. increase of max. pilot weights and due to the changes for standardization of the variants, see instructions 2-5. In addition changes of the airworthiness limitations section in the MM required by the FAA are incorporated.
- Instructions : 1. Increase of the max. pilot weights from 2x105 kg to 2x110 kg, to accomplish this the mass of the rear pilot must be compensated by ballast in the ballast-box in the fin.
The placard "loading chart" must be exchanged in both cockpits (see diagram 11 item 4) and the manual revision must be performed.
Revision 1: The placards and some manual pages (see below) have been changed compared to the initial issue.
2. The tow hook operating mechanism will be taken over from the variant DG-1000M.
3. Electrically operated landing gear: The landing gear box and the associated composites parts will be taken over from the variant DG-1000M. The geometry of the landing gear will not be taken over from the DG-1000M for not increasing the tail weight.
The axles with cone clamping devices will be replaced by bolted axles taken over from the DG-1000M, assembly see diagram 20.
4. Oxygen cylinders: The composite tube for a large 7L oxygen cylinder will be waived. Instead the mounting for 3 L oxygen cylinders (Option) will be taken over from the DG-1000M. Assembly according to drawing 10R146 attached to the MM.
5. Radio mounting plate and wiring: A new plate see drawing 10R134 issue b will be used for all versions, even with electrically operated landing gear. In this plate 4 circuit breakers, a master switch and a battery selector switch will be integrated, wiring according to drawing 10E13.
6. Manual revision: Exchange the following manual pages against new pages issued December 2018 marked with TN1000/41. Respect the marked changes.
Flight manual: 0.2 -0. 5, 2.7, 2.12, 6.4, 6.6, 7.2, 7.3, 7.6, 7.7, 7.10, 7.12, 7.13, 9.10
Maintenance manual: 0.3 - 0.7, 0.1-10, 0.11, 0.12, 1.3, 1.12, 1.14, 2.6, 4.9, 4.11, 6.1, 6.3, enclosure 1 pages 5-7, diagrams 2, 5, 5a, 7, 7a, 11, 20, drawings 10E13, 10R146
Revision 1: The following pages have been changed compared to the initial issue, issued May 2019 marked with TN1000/41 Revision 1:
FM: 0.2 – 0.4, 2.7, 2.12, 6.4, 6.5, 6.7, 6.8
MM: 0.3, 0.6, diagram 11

The technical content of this document is approved under the authority of DOA Ref. EASA.21J.530.



Material : 2 pieces placards "loading chart" according to MM diagram 11 TN1000/41
Revision 1

Manual pages see above

Weight and balance : 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).

If 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

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Revision 1: Modifications/repairs approved by EASA Date 28 May 2019
under Approval No. 10070048