



- Subject : Manual revision, raised max. mass (DG-1000S and T), 20 m wing tips with neo Winglets
- Effectivity type: DG-1000  
variants: All variants
- Accomplishment : Instruction 1 until 30<sup>th</sup> September 2022  
Instruction 2 only DG-1000S and T until 30<sup>th</sup> September 2022  
Instruction 3 optional, from ser. No.10-276 on standard during production if 20 m wing tips shall be delivered
- Reason : 1. Manual revision due to operating experience and correction of errors. Change due to instructions 2 – 4 are incorporated.  
2. As the DG-1000M from the beginning was proofed and certified with max. mass 790 kg, the same max. mass may be approved for the variants DG-1000S and T without concern as all structural elements affected by this change are identical.  
3. Due to the good experience made with newly designed neo Winglets for several LS types (also used already for DG-1000 18m tips with winglets) DG likes to make such Winglets also available to DG-1000 owners. So new 20 m wingtips with neo winglets have been developed. In addition to the neo Winglets the new 20 m tips feature a lower dihedral and the wing geometry was adopted to the new Winglets.  
4. Due to internal reasons all departments of DG Flugzeugbau except for the production department have been renamed to DG Aviation.
- Instructions : 1. Manual revision: Exchange the following manual pages against new pages issued October 2021 marked with TN1000/45. Respect the marked changes.  
FM DG-1000S: Title, 0.0, 0.2a, 0.3, 0.4, 1.2, 1.4 - 1.6, 2.5, 2.12, 4.3, 5.4, 6.3, 6.9  
MM DG-1000S: Title, 0.3, 0.4, 0.6, 0.11, 1.12, 2.1, 2.6, diagrams 5a, 7, 11, 11a, 20, enclosure 1 page 2 + 8  
FM DG-1000T: Title, 0.0, 0.2a, 0.3, 0.4, 0.5, 1.2, 1.4 - 1.6, 2.7, 2.15, 4.3, 5.4, 6.3, 6.9  
MM DG-1000T: Title, 0.2-0.4, 0.6, 0.11, 0.12, 1.3, 1.27,2.1, 2.6, diagrams 7, 11, 20, enclosure 4 page 2 + 7  
FM DG-1000M: Title, 0.1, 0.2, 0.4 -0.6, 1.4, 1.6, 2.14, 4.3, 7.29  
MM DG-1000M: Title, 0.2 - 0.4, 0.6, 0.7, 0.12, 0.14, 1.3, 1.10, 1.12, 1.24, 2.6, 8.1, 8.3, 8.4, diagrams 5, 7, 12, 12a, drawing 10R146  
2. Increase of the max. mass to 790 kg (1742lbs.) for variants DG-1000S and T: The necessary manual changes have been incorporated in instruction 1. The cockpit data placards have to be exchanged. The valid data has to be entered in the new placards and protected against abrasion by covering with transparent tape or the data must be printed with a p-touch machine.  
In addition enter the max. mass of 790 kg in FM page 6.7 and by hand in the existing weight and balance report.  
3. 20 m wing tips with neo Winglets: Optional retrofit according to working instruction No. 1 for TN1000/45 is possible.

The technical content of this document is approved under the authority of DOA Ref. EASA.21J.780.



Instructions cont. : 4. Change to the new owner of the type certifications DG Aviation: The necessary manual changes have been incorporated in instructions 1. The changes to the cockpit data placards (DG-1000S and T) have been incorporated in instructions 2. In DG-1000M prior to ser. No. 10-275 the cockpit data placards must not necessarily be exchanged, only if they shall be exchanged for another reason.  
**Note:** The holder of the type certification is DG Aviation. The manufacturer remains to be DG Flugzeugbau. This means that the data on the fire-proof data placard must not be changed.

Material : Manual pages see instructions 1  
2 Cockpit data placards DG-1000S or DG-1000T or DG-1000M  
Working instruction No. 1 for TN1000/45 with the parts mentioned therein

Weight and balance : Instructions 1, 2 and 4 influence negligible.  
DG-1000S and DG-1000T: Enter the max. mass of 790 kg by hand in FM page 6.7 and in the existing weight and balance report.  
Instruction 3: new weight and balance necessary.

Remarks : The working instruction will be shipped with the material if instruction 3 shall be performed.

Use only genuine spare parts.

Parts (except for standard parts) and material kits shall only be installed if an EASA Form 1 is existent for these products.

The DG invoice is valid as "Certificate of conformity" for standard parts.

Instructions No. 1, 2 and 4 may be executed by the pilot/owner himself.

The actions are to be inspected and released by the pilot/owner (according to ML.A.801 (b) 3. for EASA registered aircraft).

Instruction No. 3:

1. EASA registered aircraft: The pilot/owner is not allowed to perform the actions. The actions have to be performed and released according to ML.A.801 (b) 1.
2. Non EASA registered aircraft: The actions have to be performed in a licensed workshop. All instructions are to be inspected and entered in the aircraft logs by a licensed inspector.

If you have any questions concerning this TN, please contact DG Aviation:

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Bruchsal, date:  
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