



## AIRWORTHINESS DIRECTIVE

EASA AD No.: 2011-0191

### GFA AD677 Issue 1

**CANCELLED 12/09/2018**

**Refer EASA AD 2011-0191**

**Date: 30 September 2011**

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.

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].

**Type Approval Holder's Name :**

DG-Flugzeugbau GmbH

**Type/Model designation(s) :**

DG-500 sailplanes and powered sailplanes

TCDS Number : EASA.A.233

Foreign AD : Not applicable

Supersedure : None

**ATA 25**

**Equipment & Furnishings – Securing Rope for Headrest of Rear Seat – Inspection / Readjustment / Modification**

**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:**

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.

This condition, if not detected and corrected, could lead to loss of control of the aeroplane.

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. 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 installation of a modified headrest securing rope with snap hook.