



TYPE-CERTIFICATE DATA SHEET

NO. EASA.A.072

for
DG-1000

Type Certificate Holder
DG Aviation GmbH

Otto-Lilienthal-Weg 2
D-76646 Bruchsal
Germany

For models: DG-1000S
DG-1000T
DG-1000M
DG-1001E



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Section A: DG-1000S

A.I General

1. Type/ Model/ Commercial Designation
 - 1.1 Type: DG-1000
 - 1.2 Model: DG-1000S
 - 1.3 Commercial Designation: DG-1000S or DG-1001S
2. Airworthiness Category Sailplane, JAR 22 – Utility and Aerobatic
3. Manufacturer DG-Flugzeugbau GmbH
Otto-Lilienthal-Weg 2
D-76646 Bruchsal
Germany

Volocopter Production GmbH
Otto-Lilienthal-Weg 2
D-76646 Bruchsal
Germany

JSDG Production GmbH
Otto-Lilienthal-Weg 2
D-76646 Bruchsal
Germany
4. State of Design Certification Application Date June 6, 1996
5. EASA Type Certification Date March 12, 2002
6. This TCDS cancels and replaces LBA TCDS No 413

A.II EASA Certification Basis

1. Certification Basis Defined by LBA letter I 412-413/96, dated July 30, 1996
2. Airworthiness Requirements Joint Airworthiness Requirements for Sailplanes and Powered Sailplanes (JAR 22), Change 5, issued October 28, 1995
3. Requirements elected to comply Preliminary guideline for the stress analysis of glass- fibre and carbon-fibre reinforced plastic structures for sailplanes and powered sailplanes, issued July 1991
4. Special Conditions SC-D22-D01 – hand rudder control
5. Exemptions None
6. Equivalent Safety Findings JAR 22.207 (c)
7. Environmental Protection N/A



A.III Technical Characteristics and Operational Limitations

1. Type Design Definition
Master Drawing List DG-1000S,
issued February 2002, LBA approved

2. Description
Two-seater, self-supporting midwing, sail-plane, conventional T- type tailplane, horizontal tailplane constructed from GFRP and CFRP, fuselage and fin constructed from GFRP, water ballast tank and ballast box in the fin (optional), with spring mounted retractable central main landing gear, tail wheel or
spring mounted retractable central main landing gear, nose wheel, tail wheel or
spring mounted fixed central main landing gear, nose wheel, tail wheel.
Wing constructed from CFRP, Schempp-Hirth air-brakes on upper wing surface, waterballast in the wings.
The wings of the DG-1000S are made of carbon fibre reinforced plastics with a parting at $y = 8,6\text{m}$, there are four types of wing tips available with different spans:
A) Wing elongations with 20 m span with winglets
B) Wing tips with 18 m span without winglets
C) Wing tips with 18 m span with winglets
D) End plates for 17.2 m span

3. Equipment
Minimum Equipment:
 - 1 Air speed indicator (up to 300 km/h)
 - 1 Altimeter measuring range min. 10000 m, one turn max. 1000 m
 - 2 4-Point harness (symmetrical)
 - 1 parachute or back cushion (thickness approx. 8 cm/ 3 in front seat and 3-8 cm (1.2-3 in) back seat when compressed)
 - 1 Outside air temperature gauge
 - 1 Battery Z110 or a weight of 5.5 kg in the battery box in the vertical finAdditionally for operation in Airworthiness category aerobatic:
 - 1 Accelerometer capable of retaining min. and max. g-values



Additional equipment refer to flight- and Maintenance Manual

4. Dimensions

Span:	17.20 m	18.00 m	20.00 m
Length:		8.57 m	
Height:		1.83 m	
Wing Area:	16.3 m ²	16.72 m ²	17.53 m ²

5. Launching Hooks

Safety hook "Europa G 88"
LBA Datasheet No. 60.230/2
Nose tow hook "E 85"
LBA Datasheet No. 60.230/1

6. Weak Links

Ultimate strength for aero-tow, winch- and autotow-launching max 1100 daN

7. Air Speeds

7.1	Manoeuvring speed V_A	185 km/h
7.2	Never exceed speed V_{NE}	270 km/h
7.3	Maximum permitted speeds	
-	in strong turbulence V_{RA}	185 km/h
-	in aero-tow V_T	185 km/h
-	in winch-launch V_W	150 km/h

8. Approved Operations Capability

VFR Day only
Cloud flying permitted according to the specifications in the Flight Manual without water ballast
Aerobatic manoeuvres Category "A" permitted with span 17.2 m or 18.0 m without winglets

9. Launch methods

Aero tow
Winch launch and auto launch

10. Maximum Masses

10.1	Maximum Take-off Mass Category "A" (Only with 17.2 m or 18 m without Winglets)	630 kg
10.2	Maximum Take-off Mass Category "U"	750 kg (790 kg possible, refer to A.V 4.)
10.3	Max. Mass of non-lifting parts	469 kg

11. Centre of Gravity Range

190 mm – 440 mm aft of Datum

12. Datum

wing leading edge at root rib



- | | |
|---------------------------------|---|
| 13. Levelling Means | Wedge 1000:33 placed horizontal on upper side of the fuselage boom horizontal |
| 14. Control Surface Deflections | Refer to Maintenance Manual |
| 15. Minimum Flight Crew | 1 |
| 16. Maximum Seating Capacity | 2 |
| 17. Lifetime limitations | Refer to Maintenance Manual |

A.IV Operating and Service Instructions

- | | |
|---|--|
| 1. Flight Manual | Flight Manual for the sailplane DG-1000S, issued March 2002, LBA approved or German:
Flughandbuch für das Segelflugzeug DG-1000S, Ausgabe März 2002, LBA anerkannt |
| 2. Maintenance Manual | Maintenance Manual for the sailplane DG-1000S, issued March 2002
Maintenance Manual for the sailplane DG-1000S, issued March 2002
or German:
Wartungshandbuch für das Segelflugzeug DG-1000S, Ausgabe März 2002 |
| 3. Structural Repair Manual | Repair Manual for sailplanes and motor-gliders DG-1000, issued December 2010
or German:
Reparaturhandbuch für Segelflugzeuge und Motorsegler DG-1000, Ausgabe Dezember 2010 |
| 4. Operating Manual for the Launching Hooks | Operating Instructions for the TOST nose Tow Operating Instructions for the TOST nose tow release mechanism Variant "E 85", latest approved version
Operating Instructions for the TOST safety tow release mechanism Variant "EUROPA G 88", latest approved version
or German:
Betriebshandbuch für die Schleppekupplung Bugkupplung "E 85", in der jeweils gültigen Ausgabe
Betriebshandbuch für die Sicherheitskupplung "Europa G 88", in der jeweils gültigen Ausgabe |



A.V Notes

1. Manufacturing is confined to industrial production.
2. All parts exposed to sun radiation – except the areas for markings and registration – must have a white colour surface.
3. Suitable for simple aerobatics with wingspan 17.2 m, 18 m and 20 m without waterballast as specified in the Flight Manual.
Suitable for aerobatics with wingspan 17.2 m or 18 m without winglets and without waterballast as specified in the Flight Manual.
4. With Technical Note TN1000/45 embodied: In Category Utility and 20 m wingspan configuration, MTOM 790 kg.



Section B: DG-1000T

B.I General

- | | |
|--|---|
| 1. Type/ Model/ Commercial Designation | |
| 1.1 Type: | DG-1000 |
| 1.2 Model: | DG-1000T |
| 1.3 Commercial Designation: | DG-1000T or DG-1001T |
| 2. Airworthiness Category | Powered Sailplane, JAR 22 – Utility and Aerobatic |
| 3. Manufacturer | DG-Flugzeugbau GmbH
Otto-Lilienthal-Weg 2
D-76646 Bruchsal
Germany |
| 4. LBA Type Certification Application Date | 24 January 2003 |
| 5. EASA Type Certification Date | 27 January 2006 |

B.II EASA Certification Basis

- | | |
|---|--|
| 1. Reference Date for determining the applicable requirements | |
| 2. Airworthiness Requirements | Joint Airworthiness Requirements for Sailplanes and Powered Sailplanes (JAR 22), Amendment 6, issued 1 August 2001 |
| 3. Requirements elected to comply | Preliminary guideline for the stress analyses of glass-fibre and carbon-fibre reinforced plastic structures for sailplanes and powered sailplanes, issued July 1991

Guideline concerning proof of compliance for the electrical system of powered sailplanes, I 334-MS 92, issued 15 September 1992 |
| 4. Special Conditions | SC-D22-D01 – hand rudder control |
| 5. Exemptions | None |
| 6. Equivalent Safety Findings | JAR 22.207 (c) |
| 7. Environmental Protection | n/a |



B.III Technical Characteristics and Operational Limitations

1. Type Design Definition
Master Drawing List DG-1000T,
Issued 23 November 2005, LBA-approved
2. Description
Two seater, self supporting midwing, self sustaining powered sailplane with retractable engine and fixed pitch propeller, conventional T- type tailplane, horizontal tailplane constructed from GFRP and CFRP, fuselage and fin constructed from GFRP and CFRP in the engine bay, water ballast tank and ballast box in the fin (optional), fuel tank in the fuselage,
with spring mounted retractable central main landing gear and tail wheel or spring mounted retractable central main landing gear, nose wheel, tail wheel or spring mounted fixed central main landing gear, nose wheel and tail wheel.
Wing constructed from CFRP, Schempp-Hirth airbrakes on upper wing surface, waterballast in the wings.
The wings of the DG-1000T are made of carbon fibre reinforced plastics with a parting at $y = 8,6\text{m}$, there are four types of wing tips available with different spans:
A) Wing elongations with 20 m span with winglets
B) Wing tips with 18 m span without winglets
C) Wing tips with 18 m span with winglets
D) End plates for 17.2 m span
3. Equipment
Minimum Equipment:
 - 1 Air speed indicator (up to 300 km/h)
 - 1 Altimeter measuring range min. 10000 m, one turn max. 1000 m
 - 2 4-Point harness (symmetrical)
 - 1 magnetic compass
 - 1 rear view mirror
 - 1 engine control unit DIE-NT featuring
 - RPM indicator
 - Fuel quantity indicator
 - Coolant temperature gauge
 - Engine elapsed time indicator
 - Outside air temperature gauge



- 1 parachute or back cushion (thickness approx. 8 cm/ 3 in front seat and 3-8 cm (1.2-3 in) back seat when compressed
Additionally for operation in Airworthiness category aerobatic:
- 1 Accelerometer capable of retaining min. and max. g-values

Additional equipment refer to flight and Maintenance Manual.

4. Dimensions

Span:	17.20 m	18.00 m	20.00 m
Length:		8.57 m	
Height:		1.83 m	
Wing Area:	16.3 m ²	16.72 m ²	17.53 m ²

5. Engine

5.1 Model	SOLO 2350C
5.2 Type Certificate	EASA.E.219
5.3 Limitations	Refer to Flight Manual
5.4 Maximum Continuous Power	20 kW at 6100 rpm

6. Propeller

6.1 Model	DG-P001-1
6.2 Type Certificate	EASA.P.011

7. Fuel capacities

Refer to Flight Manual

8. Launching Hooks

Safety hook "Europa G 88"
LBA Datasheet No. 60.230/2
Nose tow hook "E 85"
LBA Datasheet No. 60.230/1

9. Weak Links

Ultimate strength for aero-tow, winch- and autotow-launching max 1100 daN

10. Air Speeds

10.1 Manoeuvring speed V_A	185 km/h
10.2 Never exceed speed V_{NE}	270 km/h
10.3 Maximum permitted speeds	
- - in strong turbulence V_{RA}	185 km/h
- - in aero-tow V_T	185 km/h
- - in winch-launch V_W	150 km/h
- - Max Speed for extending/ retracting engine V_{POMax}	100 km/h



11. Approved Operations Capability	VFR Day only Cloud flying permitted according to the specifications in the Flight Manual without water ballast Aerobatic manoeuvres Category "A" permitted with span 17.2 m or 18.0 m without
12. Launch methods	Aero tow Winch launch and auto launch
13. Maximum Masses	
13.1 Maximum Take-off Mass Category "A" (Only with 17.2 m or 18 m without Winglets)	630 kg
13.2 Maximum Take-off Mass Category "U"	750 kg (790 kg possible, refer to B.V 4.)
13.3 Max. Mass of non-lifting parts	554 kg
14. Centre of Gravity Range	200 mm – 440 mm aft of Datum
15. Datum	wing leading edge at root rib
16. Levelling Means	Wedge 1000:33 placed horizontal on upper side of the fuselage boom horizontal
17. Control Surface Deflections	Refer to Maintenance Manual
18. Minimum Flight Crew	1
19. Maximum Seating Capacity	2
20. Lifetime limitations	Refer to Maintenance Manual



B.IV Operating and Service Instructions

1. Flight Manual
Flight Manual for the powered sailplane DG-1000T, issued July 2005, EASA approved or German:
Flughandbuch für den Motorsegler DG-1000T, Ausgabe Juli 2005, EASA anerkannt
2. Maintenance Manual
Maintenance Manual for the powered sailplane DG-1000T, issued June 2005 or German
Wartungshandbuch für den Motorsegler DG-1000T, Ausgabe Juni 2005
3. Structural Repair Manual
Repair Manual for sailplanes and motorgliders DG-1000, issued December 2010 or German:
Reparaturhandbuch für Segelflugzeuge und Motorsegler DG-1000, Ausgabe Dezember 2010
4. Operating Manual and Maintenance Manual for Engine
Manual for engine SOLO 2350 C, latest approved version, issued by Solo-Kleinmotoren GmbH or German:
Handbuch für den Motor SOLO 2350 C, letzte gültige Ausgabe, der Firma SOLO Kleinmotoren GmbH
5. Operating Manual and Maintenance Manual for Propeller
Manual for fixed pitch 2-blade composite propeller DG-P001, latest approved version or German:
Handbuch für den starren Zweiblatt-Propeller DG-P001, letzte gültige Ausgabe.
6. Operating Manual for the Launching Hooks
Operating Instructions for the TOST nose tow release mechanism Variant "E 85" latest approved version
Operating Instructions for the TOST safety tow release mechanism Variant "EUROPA G 88" latest approved version or German:
Betriebshandbuch für die Schleppkupplung Bugkupplung "E 85", in der jeweils gültigen Ausgabe
Betriebshandbuch für die Sicherheitskupplung "Europa G 88", in der jeweils gültigen Ausgabe



B.V Notes

1. Manufacturing is confined to industrial production.
2. All parts exposed to sun radiation – except the areas for markings and registration – must have a white colour surface.
3. The DG-1000T may be operated with the engine removed or the engine inoperable. Refer to Flight Manual and Maintenance Manual.
4. With Technical Note TN1000/45 embodied: In Category Utility and 20 m wingspan configuration, MTOM 790 kg.



Section C: DG-1000M

C.I General

- | | |
|---|---|
| 1. Type/ Model/ Commercial Designation | |
| 1.1 Type: | DG-1000 |
| 1.2 Model: | DG-1000M |
| 1.3 Commercial Designation: | DG-1001M |
| 2. Airworthiness Category | Powered Sailplane, JAR 22 – Utility |
| 3. Manufacturer | DG-Flugzeugbau GmbH
Otto-Lilienthal-Weg 2
D-76646 Bruchsal
Germany |
| 4. EASA Type Certification Application Date | 31 October 2008 |
| 5. EASA Type Certification Date | 11 March 2011 |

C.II EASA Certification Basis

- | | |
|---|--|
| 1. Reference Date for determining the applicable requirements | 12 February 2003 |
| 2. Airworthiness Requirements | Joint Airworthiness Requirements for Sailplanes and Powered Sailplanes (JAR 22), Amendment 6, issued 1 August 2001 |
| 3. Requirements elected to comply | Preliminary guideline for the stress analyses of glass-fibre and carbon-fibre reinforced plastic structures for sailplanes and powered sailplanes, issued July 1991

Guideline concerning proof of compliance for the electrical system of powered sailplanes, I 334-MS 92, issued 15 September 1992 |
| 4. Special Conditions | None |
| 5. Exemptions | None |
| 6. Equivalent Safety Findings | JAR 22.207 (c) |
| 7. Environmental Protection | ICAO Annex 16, Volume 1, Part II, Chapter X |



C.III Technical Characteristics and Operational Limitations

1. Type Design Definition
Master Drawing List DG-1000M,
issued February 14. 2011, LBA-approved
2. Description
Two-seater, self supporting midwing,
selflaunching powered sailplane with
retractable engine and fixed pitch propeller,
conventional T- type tailplane, horizontal
tailplane constructed from GFRP and CFRP,
fuselage and fin constructed from GFRP and
CFRP in the engine bay, with spring
mounted retractable central main landing
gear, steerable tail wheel, ballast box in the
fin, fuel tank in the fuselage
Wing constructed from CFRP with parting at
y= 8,6m and wing tips for 20 m span with
Winglets, Schempp-Hirth airbrakes on
upper wing surface, optional waterballast in
the wings
3. Equipment
Minimum Equipment:
 - 1 Air speed indicator (up to 300 km/h)
 - 1 Altimeter measuring range min. 10000 m,
one turn max. 1000 m
 - 2 4-Point harness (symmetrical)
 - 1 Magnetic compass
 - 1 Rear view mirror
 - 1 Engine control unit DIE-NT featuring
 - RPM indicator
 - Fuel quantity indicator
 - Coolant temperature gauge
 - Engine elapsed time indicator
 - Outside air temperature gauge
 - 1 parachute or back cushion (thickness
approx. 8 cm/ 3 in front seat and 3-8 cm (1.2-
3 in) back seat when compressed

Additional Equipment refer to flight and
Maintenance Manual
4. Dimensions
Span: 20.00 m
Length: 8.57 m
Height: 1.87 m
Wing Area: 17.53 m²
5. Engine
 - 5.1 Model SOLO 2625 02i
 - 5.2 Type Certificate EASA.E.218
 - 5.3 Limitations



5.4	Maximum Continuous Power	50 kW at 6600 rpm
6.	Propeller	
6.1	Model	Binder Motorenbau GmbH BM-G1-160-R-120-1
6.2	Type Certificate	EASA.P.500
7.	Fuel capacities	Refer to Flight Manual
8.	Launching Hooks	Safety hook "Europa G 88" LBA Datasheet No. 60.230/2 Nose tow hook "E 85" LBA Datasheet No. 60.230/1
9.	Weak Links	Ultimate strength for aero-tow, winch- and autotow-launching max 1100 daN
10.	Air Speeds	
10.1	Manoeuvring speed V_A	185 km/h
10.2	Never exceed speed V_{NE}	270 km/h
10.3	Maximum permitted speeds	
-	- in strong turbulence V_{RA}	185 km/h
-	- in aero-tow V_T	185 km/h
-	- in winch-launch V_W	150 km/h
-	- Max Speed for extending/ retracting engine V_{POmax}	100 km/h
11.	Approved Operations Capability	VFR Day only Cloud flying according to the specifications in the Flight Manual Simple aerobatic manoeuvres permitted according to Flight Manual
12.	Launch methods	Aero tow Winch launch and auto launch Self-launch
13.	Maximum Masses	
13.1	Max. Take-Off Mass:	790kg
13.2	Max. Mass of Non-Lifting Parts	600 kg
13.3	Max. Take-Off Mass for simple aerobatic manoeuvres:	790 kg
14.	Centre of Gravity Range	
14.1	With powerplant installed	320 mm – 440 mm aft of Datum
	With powerplant removed	200 mm – 440 mm aft of Datum
15.	Datum	wing leading edge at root rib



- | | |
|---------------------------------|---|
| 16. Levelling Means | Wedge 1000:33 placed horizontal on upper side of the fuselage boom horizontal |
| 17. Control Surface Deflections | Refer to Maintenance Manual |
| 18. Minimum Flight Crew | 1 |
| 19. Maximum Seating Capacity | 2 |
| 20. Lifetime limitations | Refer to Maintenance Manual |

C.IV Operating and Service Instructions

- | | |
|--|--|
| 1. Flight Manual | Flight Manual for the powered sailplane DG-1000M, issued October 2010, EASA approved
or German:
Flughandbuch für den Motorsegler DG-1000M, Ausgabe Oktober 2010 |
| 2. Maintenance Manual | Maintenance Manual for the powered sailplane DG-1000M, issued December 2010
or German
Wartungshandbuch für den Motorsegler DG-1000M, Ausgabe Dezember 2010 |
| 3. Structural Repair Manual | Repair Manual for sailplanes and motorgliders DG-1000, issued December 2010
or German:
Reparaturhandbuch für Segelflugzeuge und Motorsegler DG-1000, Ausgabe Dezember 2010 |
| 4. Operating Manual and Maintenance Manual for Engine | Manual for engine SOLO 2625 02i, latest approved version, issued by Solo-Kleinmotoren GmbH
or German:
Handbuch für den Motor SOLO 2625 02i, letzte gültige Ausgabe, der Firma SOLO Kleinmotoren GmbH |
| 5. Operating Manual and Maintenance Manual for Propeller | Manual for fixed pitch 2-blade composite propeller BM-G1-160-R-120-1, latest approved version
or German:
Handbuch für den starren Zweiblatt-Propeller BM-G1-160-R-120-1, letzte gültige Ausgabe. |



6. Operating Manual for the Launching Hooks

Operating Instructions for the TOST nose
tow release mechanism Variant “E 85”
latest approved version
Operating Instructions for the TOST safety
tow release mechanism Variant “EUROPA G
88” latest approved version
or German:
Betriebshandbuch für die Schleppkupplung
Bugkupplung “E 85”, in der jeweils gültigen
Ausgabe
Betriebshandbuch für die
Sicherheitskupplung “Europa G 88”, in der
jeweils gültigen Ausgabe

C.V Notes

1. Manufacturing is confined to industrial production.
2. All parts exposed to sun radiation – except the areas for markings and registration – must have a white colour surface.
3. The DG-1000M may be operated with the engine removed or the engine inoperable. Refer to Flight Manual and Maintenance Manual



Section D: DG-1001E

D.I General

1. Type/ Model/ Variant
 - 1.1 Type: DG-1000
 - 1.2 Model: DG-1001E
2. Airworthiness Category Powered Sailplane, JAR 22 – Utility and Aerobatic
3. Manufacturer DG-Flugzeugbau GmbH
Otto-Lilienthal-Weg 2
D-76646 Bruchsal
Germany

Volocopter Production GmbH
Otto-Lilienthal-Weg 2
D-76646 Bruchsal
Germany

JSDG Production GmbH
Otto-Lilienthal-Weg 2
D-76646 Bruchsal
Germany
4. EASA Type Certification Application Date 14 February 2020
5. EASA Type Certification Date 09 February 2023

D.II EASA Certification Basis

1. Reference Date for determining the applicable requirements 16 May 2022
2. Airworthiness Requirements Joint Airworthiness Requirements for Sailplanes and Powered Sailplanes (JAR 22), Amendment 6, issued August 1. 2001

Preliminary guideline for the stress analyses of glass-fibre and carbon-fibre reinforced plastic structures for sailplanes and powered sailplanes, issued July 1991

Guideline concerning proof of compliance for the electrical system of powered sailplanes, I 334-MS 92, issued 15 September 1992
4. Special Conditions SC-D22-D01 – hand rudder control
SC-22.2014-01 - Installation of electric propulsion units in powered sailplanes



SC E-01 - Airworthiness standard for CS-22H
- Electrical retractable engine to be operated in powered sailplanes

- | | |
|-------------------------------|----------------|
| 5. Exemptions | None |
| 6. Equivalent Safety Findings | JAR 22.207 (c) |
| 7. Environmental Protection | N/A |

D.III Technical Characteristics and Operational Limitations

- | | |
|---------------------------|--|
| 1. Type Design Definition | Master Drawing List DG-1001E issued December 12, 2022 |
| 2. Description | <p>Two-seater, self-supporting mid-wing, self sustaining powered sailplane with electric motor in the fuselage nose and fixed pitch back folding propeller (FES system), conventional T- type tailplane, horizontal tailplane constructed of GFRP and CFRP, fuselage and fin constructed of GFRP and CFRP around the battery compartment, water ballast tank and ballast box in the fin (optional), batteries in the fuselage behind the wings, with spring mounted electrically retractable central main landing gear and tail wheel. Wing constructed in CFRP, Schempp-Hirth airbrakes on upper wing surface, water ballast in the wings. The wings of the DG-1001E have a parting at $y= 8.6\text{m}$, there are four types of wing tips available with different spans:</p> <ul style="list-style-type: none">A) Wing elongations with 20 m span with wingletsB) Wing tips with 18 m span without wingletsC) Wing tips with 18 m span with wingletsD) End plates for 17.2 m span |
| 3. Equipment | <p>Minimum Equipment:</p> <ul style="list-style-type: none">- 1 Air speed indicator (up to 300 km/h)- 1 Altimeter measuring range min. 10000 m, one turn max. 1000 m- 2 4-Point harness (symmetrical)- 1 magnetic compass- 1 Outside air temperature gauge- 1 FES control unit (FCU), featuring:<ul style="list-style-type: none">- RPM indicator- Energy quantity remaining indicator- Motor-, controller- and 2 battery temperature gauge |



- Engine elapsed time indicator
- 1 parachute or back cushion (thickness approx. 8 cm/ 3 in front seat and 3-8 cm (1.2-3 in) back seat when compressed)

Additionally for operation in Airworthiness category aerobatic:

- 1 Accelerometer capable of retaining min. and max. g-values

Additional equipment refer to Flight and Maintenance Manual.

4. Dimensions

Span:	17.20 m	18.00 m	20.00 m
Length:		8.57 m	
Height:		1.83 m	
Wing Area:	16.3 m ²	16.72 m ²	17.53 m ²

5. Engine [electrical propulsion]

5.1 Model	FES-DG-M100
5.2 Type Certificate	Certified as part of the aircraft
5.3 Limitations	Maximum power 30 kW
5.4 Max. continuous revs	4800 RPM
5.5 Max. over speed revs	4800 RPM
5.6 Max. motor temperature	90°C
5.7 Max. power electronics temp.	90°C

6. Propeller

6.1 Model	FES-DG-P1-102
6.2 Type Certificate	Certified as part of the aircraft
6.3 Number of blades	2 foldable, fixed pitch
6.4 Diameter	1020 mm
6.5 Sense of Rotation	clockwise, looking at direction of flight

7. Battery [electrical propulsion]

7.1 Model	2x FES GEN4 16S 84Ah
7.2 Battery capacity	2x 4.25 kWh
7.3 Non-usable battery capacity	n/a
7.4 Max battery discharge temperature	55°C
7.5 Min battery discharge temperature	0°C
7.6 Max battery charge temperature	55°C, BMS max. 50°C
7.7 Min battery charge temperature	0°C
7.8 Range of permissible cell voltage	3.1V to 4.18 V



8. Launching Hooks

Safety hook "Europa G 88"
LBA Datasheet No. 60.230/2

Nose tow hook "E 85"
LBA Datasheet No. 60.230/1

9. Weak Links

Ultimate strength for aero-tow, winch- and
autotow-launching max 1100 daN



10. Air Speeds

10.1 Manoeuvring speed V_A	185 km/h
10.2 Never exceed speed V_{NE}	270 km/h
10.3 Maximum permitted speeds	
- in strong turbulence V_{RA}	185 km/h
- in aero-tow V_T	185 km/h
- in winch-launch V_W	150 km/h
- Max Speed for rotating propeller V_{PE} :	160 km/h
- Min. speed to start and stop motor $V_{PO \min}$:	80 km/h
- Max speed to start and stop motor $V_{PO \max}$:	120 km/h

11. Approved Operations Capability

VFR Day only

Cloud flying permitted according to the specifications in the Flight Manual without water ballast

Aerobatic manoeuvres Category "A" permitted with span 17.2 m or 18.0 m without winglets

12. Launch methods

Aero tow

Winch launch and auto launch

13. Maximum Masses

13.1 Maximum Take-Off Mass Category "A"
(Only with 17.2 m or 18 m without Winglets) 630 kg

13.2 Maximum Take-Off Mass Category "U",
17.2 or 18 m 750 kg

13.3 Maximum Take-Off Mass Category "U", 20 m 790 kg

13.4 Max. Mass of non-lifting parts 600 kg

14. Centre of Gravity Range

190 mm – 440 mm aft of Datum

15. Datum

Wing leading edge at root rib

16. Levelling Means

Wedge 1000:33 placed horizontal on upper side of the fuselage boom horizontal

17. Control Surface Deflections

Refer to Maintenance Manual

18. Minimum Flight Crew

1

19. Maximum Seating Capacity

2

20. Lifetime limitations

Refer to Maintenance Manual



D.IV Operating and Service Instructions

1. Flight Manual
Flight Manual for the powered sailplane DG-1001E, issued December 2022, EASA approved or later EASA approved revision or German:
Flughandbuch für den Motorsegler DG-1001E, Ausgabe Dezember 2022
2. Maintenance Manual
Maintenance Manual for the powered sailplane DG-1001E, issued December 2022, or later EASA approved revision or German
Wartungshandbuch für den Motorsegler DG-1001E, Ausgabe Dezember 2022
3. Structural Repair Manual
Repair Manual for sailplanes and motorgliders DG-1000, issued October 2022 or German:
Reparaturhandbuch für Segelflugzeuge und Motorsegler DG-1000, Ausgabe Oktober 2022
4. Operating Manual and Maintenance Manual for Engine
Manual for electric motor FES-DG-M100, latest approved version or German:
Handbuch für den Motor FES-DG-M100 in der jeweils gültigen Ausgabe
5. Operating Manual and Maintenance Manual for Propeller
FES-DG-P1-102 PROPELLER MANUAL, latest approved version or German:
Handbuch für den Propeller FES-DG-P1-102 in der jeweils gültigen Ausgabe
6. Operating Manual for the Launching Hooks
Operating Instructions for the TOST nose tow release mechanism Variant "E 85" latest approved version
Operating Instructions for the TOST safety tow release mechanism Variant "EUROPA G 88" latest approved version or German:
Betriebshandbuch für die Schleppkupplung Bugkupplung "E 85", in der jeweils gültigen Ausgabe
Betriebshandbuch für die Sicherheitskupplung "Europa G 88", in der jeweils gültigen Ausgabe



D.V Notes

1. Manufacturing is confined to industrial production.
2. All parts exposed to sun radiation – except the areas for markings and registration – must have a white colour surface.
3. The DG-1001E may be operated with the battery and/or the motor removed or the motor inoperable. Refer to Flight Manual and Maintenance Manual.



Section E: Administrative Section

E.I Acronyms & Abbreviations

CPFR Carbon fibre reenforced plastic
EASA European Union Aviation Safety Agency
GPFR Glass fibre reenforced plastic
JAR Joint Aviation Requirements
LBA Luftfahrt-Bundesamt
MTOM Maximum Take-off Mass
RPM Rotations per minute
TC Type Certificate
TCDS Type Certificate Data Sheet
TCDSN Type Certificate Date Sheet for Noise
VFR Visual Flight Rules

E.II Type Certificate Holder Record

DG-Flugzeugbau GmbH
Otto-Lilienthal-Weg 2
76646 Bruchsal, Germany

DG Aviation GmbH
Otto-Lilienthal-Weg 2
76646 Bruchsal, Germany

E.III Change Record

Issue	Date	Changes	TC Issue No. & Date
01	January 27th 2006	Initial Issue	12 March 2002
02	March 15th 2006	Amendment to Notes B.III. 3: For operation in Airworthiness category aerobatic: 1 Accelerometer capable of retaining min. and max. g-values Für den Betrieb in der Lufttüchtigkeitsklasse Aerobatic zusätzlich: Beschleunigungsmesser mit Schleppezeiger	
03	March 17th 2011	New variant: DG-1000M Corrections for variants: DG-1000S and DG-1000T New combined repair manual for all DG-1000 variants	17 March 2011
04	August 29th 2011	DG-1000S: New fixed LG designed (with disc brake), the limitation of the max. mass to 630 kg (1389 lbs.) can be waived.	
05	April 24th 2012	Additional ELOS for JAR 22.207(2) for DG-1000M	
06	August 25 th 2015	Correction of type in section A.I.2	



Issue	Date	Changes	TC Issue No. & Date
07	March 2 nd 2017	Corrections in section A.III., B.III. C.IV.,	
08	July 3 rd 2019	Editorial changes; Engine TCDS references	
09	06 April 2022	Change of TC holder	24 March 2022
10	08 June 2022	Optional 20 m wingtips with neo Winglets and increased MTOM for variants S and T.	n/a
11	09 February 2023	New variant DG-1001E. DG-1000S and M, missing Special Condition for hand rudder control added. Launch methods added, all models DG-1000S and DG-1001E, new manufacturer added	09 February 2023
12	08 January 2024	GEN4, 16S, 84Ah battery for DG-1001E Corrected motor max RPM for DG-1001E German translations in TCDS removed for better readability Minor corrections in layout of TCDS Deleted former 3. and 4. of section A.V and added this information to section A.III 8.	
13	07 May 2024	New Manufacturer "JSDG Production GmbH" for models DG-1000S and DG-1000E	
14	20 November 2025	Removal of old structural repair manuals for variants DG-1000S and DG-1000T	

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