



COURTESY TRANSLATION

IMPORTANT: This translation is a courtesy copy. Only the original document, issued in the Spanish language, will be considered valid for legal purposes.

Number: 03-26

(Revision AD 01-08)

AIRWORTHINESS DIRECTIVE

- I. **AFFECTED PRODUCT:** Aircraft (ULM) AVIAKIT model AVIAKIT XL U.L.M. (DGAC Type Certificate no. 288) and amateur built aircraft (Order dated 31 May 1982, BOE 5 June) constructed from kit Zodiac CH 601 XL and other aircraft CH 601 XL series production or amateur built aircraft based in the same design.
- II. **HOLDER OF ORIGINAL DESIGN:** AVIAKIT, ZENAIR, ZENITH Aircraft, Czech Aircraft Works (CZAW), Aircraft Manufacturing & Design (AMD) and other.
- III. **DATE OF ISSUE:** *See date on digital signature.*
- IV. **DATE OF EFFECTIVENESS:** Since day of Issue.
- V. **REFERENCE:** Zenair Europe Service Bulletin ZE-2008-01.
- VI. **DESCRIPTION OF THE UNSAFE CONDITION:** There have been various fatal accidents of microlight aircraft ULM Zodiac CH 601 XL. There are indicators that break-up of the wing structure was the cause in some of them. Particularly there was an accident on 14 September 2008 in The Netherlands. In view of the data from the preliminary investigations issued by the Accident Investigation Body of such country, they indicate that a failure in the wing structure was produced, apparently with no maneuvers exceeding the approved flight domain. The Civil Aviation Authority of The Netherlands issued Emergency Airworthiness Directive No. NL-2008-003, by which the flight of these aircraft were not allowed. Considering these data, added to those collected from another accidents by the pertinent national bodies, Airworthiness Directive No. 01/08 was issued, prohibiting the flights likewise. The German Aeroclub (which has been delegated by their authority to certificate the ULM aircraft) took the same decision.

Later on, such Aeroclub allowed again the flight of these aircraft, but only under conditions and limitations established in Airworthiness Directive LTA Nº LSG-08-011-1. They requested however the performance of wing static tests by applying combined bending and torsion loading and ground vibrating tests to verify the possible appearance of flutter.

The information proceeding from the results of the ground vibrating tests has been gathered and received, and its analysis indicate that there is no tendency for a flutter or divergence appearance. Therefore it is considered that the flight of these aircraft can be allowed again, with the pertinent conditions and limitations that provide adequate safeguards until the final revision of such analysis and the performance of the wing statics tests are completed.

Subsequently, in order to increase the safety margins and allow to remove the implemented operative limitations, ZENAIR has developed some adequate packages of structural updates for these aircraft, as indicated in the applicable ZENAIR Europe Service Bulletins section.

VII. REQUESTED CORRECTIVE MEASURE: Before the first flight the following actions will be taken:

1.- Unless previously performed, all the inspections concerning the flight controls cables, the ailerons and the rear spar attachment area at the wing root as specified in document indicated in the “Reference” section of this Directive will be performed. The pertinent results will be written down in the airplane Logbook.

2.- The airplane will be weighed empty and center of gravity will be determined.

3.- The VNE will be limited to 180 km/h. A specific board sign with this limitation will be installed on this purpose in the dashboard, as closest as possible to the speed indicator.

Before reaching 8 days after performances of steps 1 and 2, the pertinent results will be communicated to the AESA contact indicated here down, by using the attached form.

The actions specified in the document named in the “Reference” section of this Directive will be repeated before the next flight and every 50 flight hours, as indicated in such document.

The luggage compartment must be left empty.

The operation limits (VNE as indicated in point 3 and luggage compartment) may be removed if the structural updates have been incorporated as established in:

- a. For aircraft designed as per LTF-UL de 2003 (MTOW 450kg +5%)
 - [Zenair Europe Service Bulletin ZE-2009-05](#)
 - [Zenair Europe Service Bulletin ZE-2009-07](#)
- b. For aircraft based in the LSA design (MTOW from 472 kg up to 600 kg.)
 - [Zenair Europe Service Bulletin ZE-2009-04](#)

The rest of the aircraft limitations will be strictly respected, as established in the Data Sheet attached to the applicable Type Certificate, for series aircraft and the documents of the manufacturer, as long as they don't contradict what above indicated.

THE COMPLIANCE WITH THIS DIRECTIVE MUST BE WRITTEN DOWN IN THE LOGBOOK OF THE AIRCRAFT, ENGINE OR PROPELLER.

VIII. ADDITIONAL INFORMATION: For further information, you may contact:

- Agencia Estatal de Seguridad Aérea – Initial Airworthiness Division
Paseo de la Castellana 112 (28046) MADRID, SPAIN
E-mail: certificacion.aesa@seguridadaerea.es or Tel: +34 91.396.8000

COORDINATOR OF AIR OPERATIONS AND AIRWORTHINESS

(By delegation of signature by the Director of the Spanish Aviation Safety Agency in resolution dated 27 de January 2026)

Digitally signed

Elena Carrera Toucedo

El que suscribe, titular del avión Zenair Zodiac CH 601 XL nº de serie: _____ matrícula EC- _____
The undersigned, registered owner of aeroplane Zenair Zodiac CH 601 XL serial number / registration

Declara haber cumplimentado la Directiva de Aeronavegabilidad 01/08 R1.
Declares to have implemented Airworthiness Directive 01/08 R1

1.- Ejecución del Boletín de Servicio Zenair ZE-2008-01:

Implementation of Service Bulletin Zenair ZE-2008-01

No se han encontrado anomalías al realizar las inspecciones prescritas en el Boletín de Servicio Zenair ZE-2008-01

No anomalies have been found when performing the inspections prescribed in Service Bulletin Zenair ZE-2008-01

Al realizar las inspecciones prescritas en el Boletín de Servicio Zenair ZE-2008-01 se han encontrado las siguientes anomalías:

The following anomalies have been found when performing the inspections prescribed in Service Bulletin Zenair ZE-2008-01

Se han tomado las siguientes acciones correctivas respecto de las anomalías encontradas al realizar las inspecciones prescritas en el Boletín de Servicio Zenair ZE-2008-01:

The following corrective actions have been taken regarding the anomalies found when performing the inspections prescribed in Service Bulletin Zenair ZE-2008-01

2.- Pesada y centrado en vacío del avión:

El peso en vacío resultante de la pesada es de: _____
The resulting Aircraft empty weight is

La posición del centro de gravedad en vacío es: _____
The empty Aircraft centre of gravity position is

Nombre, fecha y firma (name, date and signature):

LA CUMPLIMENTACIÓN DE ESTA DIRECTIVA DEBE ANOTARSE EN EL CUADERNO DE LA AERONAVE, MOTOR O HÉLICE, SEGÚN CORRESPONDA, POR LA ENTIDAD QUE LA HAYA INCORPORADO.