



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.

SAFETY INFORMATION BULLETIN

(This bulletin's purpose is merely informative. The recommendations detailed herein are not mandatory)

- I. **AFFECTED PRODUCT:** Zenair aircraft models CH 601 XL/CH 650, and other sharing this design, both series manufactured or those manufactured from kits.
- II. **PURPOSE/APLICABILITY:**

Inform all users of affected models, either owners or amateur construction by kit, about the recommendation of installing updating kits as per below indicated, in order to improve the hardiness, increase the safety margins and reduce the accident risk. This comes from possible aircraft overloads as indicated in letter from Chris Heintz dated 7 July 2009 and Directive from the German authority LSG 08-011.
- III. **BACKGROUND:**

After several accidents with aircraft models CH 601 XL between 2006 and 2009, different European aeronautical authorities proceeded with a Deep revision of the design. The conclusion was that, although the aircraft that were adequately constructed as per the design specifications and as long as they operate within their limitations, show no structural damage, the available safety margin is insufficient. While the new backings were being set and incorporated, some Airworthiness Directives AD were issued, with additional limitations, such as 01/08 R1 issued by AESA (now revised and issued with ref. 03/26).

In USA, where some types of these aircraft may operate in categories up to 600 kg, it was issued a Special Airworthiness Information Bulletin CE-10_08, indicating as highly advisable the installation of the AMD modification kit for aircraft operating under LSA category.

Once the new regulations in Spain entered into force, allowing the operations in ULM category for aircraft up to 600 kg., it has been considered necessary to updated the information about the affected model.
- IV. **REFERENCE PUBLICATIONS:**
 - a. Applicable to aircraft CH 601 XL/CH 650 based on LSA design (MTOW between 472 kg and 600 kg.)
 - i. [Zenair Europe Service Bulletin ZE-2009-04](#)
 - ii. [Aircraft Manufacturing & Design Safety Alert, November 07, 2009 \(revision 1\)](#)
 - iii. [Zodiac CH 601 XL/ CH 650 Upgrade Package](#)
 - b. Applicable to aircraft CH 601 XL/CH 650 E based on LTF-UL design from 2003 (MTOW 450kg + 5%).
 - i. [Zenair Europe Service Bulletin ZE-2009-05](#)
 - ii. [Zenair Europe Service Bulletin ZE-2009-07](#)

V. RECOMMENDATION OF MAINTENANCE:

In order to prevent from some catastrophic structural damage:

It is highly advisable to complete, best before the Next flight, the installation of a updating kit as per indicated above in the Reference Publications, as applicable.

This modification, if applicable, will be required in the AESA authorization for the new amateur-built aircraft and for the modifications in ULM aircraft, and for the amateur-built aircraft involving a rise in the MTOM (*) or any other modification which implies a rise in the loads born by the structure (**)

* The application of structural improvements does not allow for an increase in the MTOW above the original design.

** The interested part may propose an alternative method equivalent in safety level, which must have an explicit approval by AESA.

Such method must provide a safety level equivalent to that established to the compliance with Service Bulletins ZE-2009-04 or ZE-2009-05 and ZE-2009-07, as applicable, by means of some of the below examples:

- Alternative modifications,
- Alternative inspection procedures,
- Intervals or alternative maintenance procedures,
- Specific operative procedures or limitations, etc.

VI. CONTACT:

For further information, you may contact:

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