

Update of December 21, 2009

More Great News!

Last Friday, the German DAeC issued a new AD (Lufttüchtigkeitsanweisung [LTA-Nr 09-003](#)) with instructions on how to lift all remaining operating limitations on the ultralight (ULM) version of the Zenair CH 601 XL. Once the actions stipulated in this new Airworthiness Directive (AD) are implemented, aircraft operating limits return to those stipulated by aircraft designer Chris Heintz in Service Letter #[ZE-2009-03](#).

In order to lift the limitations, aircraft owners must comply with three older Zenair Europe Service Letters and they must also comply with three new ones. These six are: [ZE-2008-01](#), [ZE-2009-01](#), [ZE-2009-02B](#), [ZE-2009-03](#), [ZE-2009-05](#), and [ZE-2009-07](#). Note that the new German AD gives owners six months to comply (June 30, 2010) and allows aircraft operations until then. Upgrade kits can be ordered from **ULM Technologie**, Zenair's parts distributor for Europe.

To all European CAAs that still have some restrictions affecting the CH 601 XL aircraft in their country, the new German AD offers a unique opportunity: By just following the DAeC's thoroughly researched and scientifically-based example (which meets LTF-UL certification standards), those limitations could be lifted without further complications or delays. Why not simply adopt the German AD (or similar), like a number of countries are set to do?

To all Zodiac owners: Let us know of your country's requirements to lift operating limits on the **ULM version** of the CH 601 XL and we will add this information to the chart below.

Country	ZE-2008-01	ZE-2009-01	ZE-2009-02/B	ZE-2009-03	ZE-2009-05	ZE-2009-06*	ZE-2009-07	Other
Germany	Yes	Yes	Yes	Yes	Yes	NO	Yes	No
Norway	Yes	Yes	Yes	Yes	Yes	NO	Yes	No
UK	Yes	Yes	No	No	No	Yes	No	Yes**
Netherlands	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes**
France	Yes	Yes	Yes	Yes	Yes	NO	Yes	No

* Aileron counter-balance weights are not deemed necessary by the laboratory that conducted GVT on the aircraft. Read full report and warning [HERE](#).

** Countries requiring "other" modifications are not following recommendations by the manufacturer or by DAeC engineers. Final responsibility rests with those CAA.

We have waited a long time for this moment. All CH 601 XL owners are urged to upgrade their aircraft ASAP so that we can all once again enjoy these aircraft in full confidence. We look forward to putting this whole issue behind us once and for all; Owners and pilots are reminded to build and maintain their aircraft to specifications and to always respect operating limits when flying.

Blue skies to all!