



ULM AIRWORTHINESS DIRECTIVE

issued by the DIRECTION GENERALE DE L'AVIATION CIVILE

pursuant to Article 13 of the Order of 23 September 1998 on ultralight motorised aircraft (ULM)

The actions required below are imperative. Failure to comply with the requirements contained in this directive will result in the aircraft concerned being unfit for flight.

CN 2025-ULM-001

G1 AVIATION « G1 » ULM – Limitation of flight envelope and type of use

DISCLAIMER: this document is a courtesy translation of the [original airworthiness directive](#) published by the DGAC in French. Only the French version is authoritative.

Note: it refers to concepts that may be specific to French regulations (e.g. "ULM", "identification fiche": see <https://www.ecologie.gouv.fr/en/public-policies/ulm-manufacturers>).

1. MATERIAL CONCERNED

This Airworthiness Directive (AD) applies to all ULMs in the 'G1' or 'YUMA' series manufactured by G1 AVIATION (formerly ESPACE LIBERTE SARL), regardless of serial number and identification fiche.

The AD only applies to ultralights for which the identification fiche was issued prior to the entry into force of the AD.

2. REASONS

On 4 February 2023, a G1 SPYL-XL-R ULS (P) ULM was involved in a loss of control accident followed by activation of the safety parachute.

The wreckage showed significant deformation of the right wing, which does not appear to be the result of the crash.

The causes of the accident have not yet been established, and the BEA has not yet published its investigation report. However, the information currently available seems to show that the ULM was flying in rough air at a speed well above the limit indicated in the user manual, which may have contributed to the deformation of the wing.

As a precaution, G1 AVIATION has decided to carry out a further assessment of the structure's strength and has performed a new static test on the wing in the most unfavourable configuration (single spar with a sheet thickness of 0.8 mm). This test resulted in the wing breaking before the 6g limit required by French regulations for ULMs.

Pending the manufacturer's definition of a reinforcement solution for G1 ULMs with a single spar with a sheet thickness of 0.8 mm, and further checks for other G1 ULMs, this AD imposes a limitation on the flight envelope and restrictions on commercial activities.

3. CATEGORISATION OF ULMs AFFECTED

The ULMs affected are divided into the following groups:

Group 1:

'G1' or 'YUMA' ULMs with a single spar with a sheet thickness of 0.8 mm:

- ULMs manufactured by ESPACE LIBERTE SARL or G1 AVIATION before 2022, any serial number, and
- ULMs manufactured by G1 AVIATION whose serial number is a whole number less than or equal to 186

IMPORTANT: in case of doubt or to obtain formal confirmation, contact the manufacturer (see contact in § 7).

Group 2: All 'G1' ULMs not belonging to Group 1

4. REQUIRED ACTIONS AND TIME LIMITS

From the entry into force of this AD, the following actions are mandatory:

a) For Group 1 ULMs:

The following limitations apply from the next flight:

1. Maximum mass: 450 kg or, if a safety parachute is fitted: 472.5 kg;
2. VNE: 180 km/h;
3. Maximum speed in rough air: 110 km/h;
4. All in-flight manoeuvres must be carried out with care and only by using the flight controls smoothly;
5. Intentional stalls or stall-approach manoeuvres may only be performed if an instructor with direct access to the flight controls is on board to ensure that the above limits are observed.

Before the next flight, a placard must be affixed to the instrument panel, mentioning limitations 1. to 3. above.

Reminder: turns with an inclination of more than 60°, lazy eights, stalls and any other aerobatic manoeuvres are forbidden.

b) For group 2 ULMs:

The following limitation applies from the next flight:

Maximum speed in rough air: 110 km/h

Before the next flight, a placard must be affixed to the instrument panel, stating the above limitation.

Reminders:

- All in-flight manoeuvres are executed by smooth action on the flight controls.
- Turns with an inclination of more than 60°, lazy eights, stalls and any other aerobatic manoeuvres are prohibited.

c) Conditions relating to commercial activities for Group 1 or 2 ULMs:

The following limitations apply from the next flight:

- for any commercial activity (including local flights with a paying passenger) with a G1 ULM (group 1 or 2), all the provisions and limitations defined in a) apply;
- for group 1 ULM, local flights with paying passengers are prohibited;
- for group 2 ULM, local flights with a paying passenger are only possible if the pilot-in-command holds a valid instructor rating.

5. REFERENCE DOCUMENTS:

G1 AVIATION Service Bulletin 001-07-2025 dated 3 July 2025

6. EFFECTIVE DATE:

Date of issue of this AD: 3 July 2025. Date of entry into force of this AD: 4 July 2025

7. CONTACTS:

For questions concerning the requirements of this Airworthiness Directive, contact: ulm@aviation-civile.gouv.fr.

To contact G1 AVIATION (in particular to check the ULM serial number): contact@g1aviation.com.

8. APPROVAL:

This AD is approved by the DGAC.

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