



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-003

ULM Ptitavion and DIDL – Limitation of 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 ‘Ptitavion’ and ‘DIDL’ ULMs, regardless of the manufacturer and the identification fiche.

2. REASONS

On 18 July 2024, a ‘Ptitavion’ ULM suffered an in-flight structural failure of one half-wing during a training flight, followed by a collision with the ground.

The report of the French accident investigation body (BEA) (refer to link in § 4 below) describes the following events:

“After a few minutes of flight, the left wing of the ULM broke near the strut junctions. It is likely that the bending and the brutal failures observed were induced by exceeding the maximum allowable stress of the wing structure. The BEA was not able to determine whether this failure was the consequence of a high load factors, a weakness in the wing structure or a combination of both.”

The present AD forbids, by precaution, local flights with a paying passenger.

Note: the information bulletin BI 2025-ULM-001 recommends, regardless of the type of use, to avoid any manoeuvre that could lead to high load factors.

3. REQUIRED ACTIONS AND TIME LIMITS

From the effective date of this AD, local flights with a paying passenger are prohibited for the affected ULM.

Note:

- A training flight is not considered as a “local flight with a paying passenger”, as long as the flight complies with all conditions applicable to training flights, especially regarding the quality of each person on board (age, aeronautic title...) and every applicable formality.
- However, a “discovery flight” as defined in the Order of 17 February 2025 order is considered as a local flight with a paying passenger.

4. REFERENCE DOCUMENTS:

BEA's safety report: https://bea.aero/fileadmin/user_upload/03AEG.pdf

5. EFFECTIVE DATE

Effective date of the AD: 30 September 2025.

6. CONTACTS:

For questions regarding the requirements of this AD, contact: ulm@aviation-civile.gouv.fr.

7. APPROVAL:

This AD is approved by the DGAC.