EASA	AIRWORTHINESS DIRECTIVE
	AD No.: 2008-0102 **Date: 29 May 2008** Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) No 216/2008 on behalf of the European Community, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.

This AD is issued in accordance with EC 1702/2003, Part 21A.3B. In accordance with EC 2042/2003 Annex I, Part M.A.301, the continuing airworthiness of an aircraft shall be ensured by accomplishing any applicable ADs. Consequently, no person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of that Airworthiness Directive unless otherwise specified by the Agency [EC 2042/2003 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [EC 216/2008, Article 14(4) exemption].

Type Approval Holder's Name :	**Type/Model designation(s) :**
Aircraft Industries a.s.	LET L410M

TCDS Number :	EASA A.026
Foreign AD :	Not applicable
Supersedure :	None

ATA: Multiple	**Introduction of Cabin and Aircraft Systems Safety Modifications**
Manufacturer(s):	Aircraft Industries a.s. (formerly known as Letecké Závody a.s. alias LET)
Applicability:	All L410M Turbolet aircraft
Reason:	Early variants of the LET L410 series had certification bases that precluded them from being certificated in EU member states. On accession to the EU, these aircraft were transferred on the basis that essential safety improvements would be introduced to enable continuing operation in EU member states. The purpose of these improvements is to bring the aircraft to a safety standard equivalent to other similar types certificated in EU member states. In effect, analysis of the LET-410 safety records has revealed a higher accident rate than other types of similar vintage undertaking similar operations. To mitigate this, it is necessary to improve the cabin safety of the LET-410 aeroplanes to optimize the passenger evacuation in case of emergency and to incorporate a series of aircraft systems modifications which, if not implemented, could lead to unsafe conditions that would result in safety of flight issues. Consequently, this Airworthiness Directive (AD) mandates embodiment of several modifications which consist of two separate sets: Part A "Additional emergency exits installation under wings and related modifications" and

	Part B: Remaining minimum essential safety modifications For details refer to the compliance block
Effective Date:	12 June 2008
Required action(s) and Compliance Time(s):	Before 01 July 2010, Modify the airplane in accordance with Aircraft Industries a.s. Information Bulletin IB No. L410M/095b to embody either Part A and Part B or Part B solely of the following sets of compulsory modifications as listed below: Part A: Additional emergency exits installation under wings and related modifications: 1.Modification of fuselage structure 2.Installation of emergency exits 3.Modification of fuselage insulation and upholstery 4.Anti-skid carpeting on landing gear nacelles 5.Emergency path lighting 6.Emergency exit signs and placards 7.Emergency lighting wiring 8.Other related modifications Part B: Remaining minimum essential safety modifications: 1.Modification of locking mechanism of the front emergency exit 2.Installation of indication of closing of the front emergency exit and covers of the front baggage compartment 3.Installation of handle at front emergency exit 4.Installation of labels on front emergency exit 5.Installation of temperature indicator of onboard storage batteries 6.Installation of non-return valves in wing fuel tank filler necks and elimination of internal fuel filler necks on wing 7.Installation of fuel flow meters 8.Installation of warning device of exceeding maximum operating speed V_{MO} 9.Re-routing of rudder and aileron trim tab cables 10.Installation of protective fire-resistant coating on hoses in engine nacelle area 11.Modification of passenger seats to prevent shifting of baggage in under-seat area 12.Installation of water collector into pressure air piping of de-icing system of tail units 13.Modification of fuselage harness 14.Replacement of rudder blocking device The modifications are to be implemented by Aircraft Industries a.s. although alternative methods of compliance may be accepted (see Remark 1 below). FOR AIRCRAFT MODIFIED IN ACCORDANCE WITH PARTS A AND B, THERE ARE NO ADDITIONAL LIMITATIONS beyond those listed in Type Certificate Data Sheet EASA.A.026. AIRCRAFT MODIFIED IN ACCORDANCE WITH PART B ONLY WILL BE LIMITED TO A MAXIMUM OF NINE PASSENGERS after 30 June 2010. (This restriction does not apply to aircraft used in parachuting operations.) NOTE: These limitations are set out in Type Certificate Data Sheet EASA.A.026, taking effect on the compliance date of this AD.
Ref. Publications:	Aircraft Industries a.s. Information Bulletin IB No. L410M/095b

Remarks :	1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD. 2. This AD was posted on 15 February 2008 as PAD 08-020 for consultation until 14 March 2008.The Comment Response Document can be found at http://ad.easa.europa.eu. 3. Enquiries regarding this AD should be referred to the Airworthiness Directives, Safety Management & Research Section, Certification Directorate, EASA. E-mail ADs@easa.europa.eu 4. For any questions concerning the technical content of the requirements in this AD, please contact: AIRCRAFT INDUSTRIES, a.s. Na Záhonech 1177, 686 04 Kunovice, CZECH REPUBLIC Customer Support: Phone:+420-572817660 Fax:+420-572816112 E-mail: ots@let.cz