EASA	AIRWORTHINESS DIRECTIVE
	AD No.: 2014-0087 **Date: 14 April 2014** 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 EU 748/2012, Part 21.A.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 AD applies, except in accordance with the requirements of that AD, 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].

Design Approval Holder's Name:	**Type/Model designation(s):**
AIRCRAFT INDUSTRIES a.s.	L 410 UVP-E20 aeroplanes

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

ATA 22	**Auto Flight – Rudder Cable Clamps – Inspection / Replacement**
Manufacturer(s):	Aircraft Industries a.s. (formerly Letecké Závody a.s. alias LET)
Applicability:	L 410 UVP-E20 aeroplanes, serial numbers (s/n) 2804 to 2911 inclusive, if equipped with an autopilot system, and s/n 2915.
Reason:	During a pre-flight autopilot check in aeroplane production phase, a clamp Part Number (P/N) B535 406N installed on the autopilot rudder servo cable was found slipped. Investigation showed that the reason for this slipping was an excessively deep groove on the clamp, which was a result of incorrect manufacturing. This condition, if not detected and corrected, could lead to further cases of clamp slipping, possibly resulting in autopilot rudder control malfunctioning and reduced control of the aeroplane. To address this unsafe condition, Aircraft Industries issued Mandatory Bulletin (MB) L410UVP-E/127a providing instructions for the inspection and replacement of affected clamps. For the reasons described above, this AD requires a one-time inspection of clamps P/N B535 406N installed on the rudder cable and rudder servo cable and, depending on findings, replacement of clamps with serviceable parts.
Effective Date:	22 April 2014

Required Action(s) and Compliance Time(s):

Required as indicated, unless accomplished previously:

(1) Within 30 days or 25 flight hours, whichever occurs first after the effective date of this AD, remove the clamps P/N B535 406N installed on the rudder cable and rudder servo cable and measure the groove depth in accordance with the instructions of Aircraft Industries MB L410UVP-E/127a.

(2) If, during the inspection as required by paragraph (1) of this AD, one or more clamp grooves exceed the values defined in Table 1 of this AD, before next flight, accomplish the actions as specified in paragraph (2.1) or, if serviceable clamps are not immediately available, paragraph (2.2) of this AD.

(2.1) Replace the affected clamps with serviceable parts and accomplish a functional test in accordance with the instructions Aircraft Industries MB L410UVP-E/127a.

(2.2) Re-install the faulty clamps in accordance with the instructions of the applicable Maintenance Manual (MM), chapter 022-10.00, page 413, Fig. 407, tighten the servo cable in accordance with the instructions of MM chapter 022.10.00, page 406, table 402, and disable the autopilot system.

Table 1 – Maximum Clamp Groove Depths

Clamp installed on	Clamp groove depth (not to exceed)
Rudder cable (R2)	1.5 mm
Rudder servo cable (R1)	0.5 mm

(3) For aeroplanes on which the autopilot system has been disabled as specified in paragraph (2.2) of this AD, within 10 days after disabling the autopilot system, replace the affected clamps with serviceable parts, reactivate the autopilot and accomplish a functional test in accordance with the instructions Aircraft Industries MB L410UVP-E/127a.

(4) From the effective date of this AD, a clamp P/N B535 406N may be installed on an aeroplane, provided that, prior to installation, the clamp groove is measured in accordance with the instructions of Aircraft Industries MB L410UVP-E/127a and the groove depth does not exceed the values defined in the MB.

Ref. Publications:

Aircraft Industries a.s. MB L410UVP-E/127a original issue dated 09 April 2014.

The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.

Remarks:

1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.
2. Based on the required actions and the compliance time, EASA have decided to issue a Final AD with Request for Comments, postponing the public consultation process until after publication.
3. Enquiries regarding this AD should be referred to the Safety Information Section, Executive Directorate, EASA. E-mail: ADs@easa.europa.eu.
4. For any question concerning the technical content of the requirements in this AD, please contact:
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