


EASA	PROPOSED AIRWORTHINESS DIRECTIVE	
	<p>PAD No : 08-022</p> <p>Date: 15 February 2008</p>	
No person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of that Airworthiness Directive unless otherwise agreed with the Authority of the State of Registry.		
Type Approval Holder's Name :		Type/Model designation(s) :
Aircraft Industries a.s.		LET L410UVP-E
TCDS Number: EASA.A.026		
Foreign AD: Not applicable		
Supersedure: None		
ATA: Multiple	Introduction of minimum safety standard improvements for operation in EU Member States.	
Manufacturer:	Aircraft Industries a.s. (formerly known as Letecké Závody a.s.)	
Applicability:	All L410UVP-E aircraft	
Reason:	<p>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.</p> <p>The purpose of these improvements is to bring the aircraft to a safety standard equivalent to other similar types certificated in EU member states.</p> <p>This Airworthiness Directive (AD) mandates embodiment of several modifications which consist of two separate sets:</p> <p><u>Part A "Additional emergency exits installation under wings and related modifications"</u></p> <p><u>and</u></p> <p><u>Part B: Remaining minimum essential safety modifications</u></p> <p>For details refer to the compliance block</p>	
Effective Date:	14 Days after final issue date	

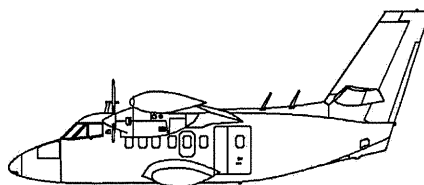
Compliance:	<p>Before 31 December 2009, Modify the airplane in accordance with Aircraft Industries a.s. Information Bulletin IB No. L410UVP-E/230b to embody either Part A and Part B or Part B solely of the following sets of compulsory modifications as listed below:</p> <p><u>Part A: Additional emergency exits installation under wings and related modifications:</u></p> <ol style="list-style-type: none"> 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 <p><u>Part B: Remaining minimum essential safety modifications:</u></p> <ol style="list-style-type: none"> 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 <p>The modifications are to be implemented by Aircraft Industries a.s although alternative means of compliance may be accepted (see Remark 1 below).</p> <p>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.</p> <p>AIRCRAFT MODIFIED IN ACCORDANCE WITH PART B ONLY WILL BE LIMITED TO A MAXIMUM OF NINE PASSENGERS after 31 December 2009. (This restriction does not apply to aircraft used in parachuting operations.)</p> <p>NOTE: These limitations are set out in Type Certificate Data Sheet EASA.A.026, taking effect on the compliance date of this AD.</p>
Ref. Publications:	Aircraft Industries a.s. Information Bulletin IB No. L410UVP-E/230b
Remarks :	<ol style="list-style-type: none"> 1. If requested and appropriately substantiated, EASA can accept Alternative Methods of Compliance for this AD. 2. The closing date for comments 14 March 2008

	<p>3. Enquiries regarding this Airworthiness Directive should be referred to the AD Focal Point - Certification Directorate, EASA. E-mail: ADs@easa.europa.eu .</p> <p>4. For any question 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</p>
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BY COURTESY OF AIRCRAFT INDUSTRIES THE INFORMATION BULLETIN
MENTIONED INTO THIS PAD IS ATTACHED HEREAFTER



Aircraft Industries, a.s.



INFORMATION BULLETIN

IB No.: L410UVP-E/230b

Concerns: L410UVP-E aircraft.

Subject: Safety modification of L410UVP-E aircraft.

Reason: To enable continuing operation of L 410UVP-E aircraft in EU countries after the 31st December 2009.

To be accomplished by: 31st December 2009.

To be performed by: Aircraft Industries, a.s. or maintenance organisation duly authorized for execution of this Service Bulletin by the Aircraft Industries, a.s.

Costs to be covered by: Operator.

Necessary material to be delivered by: Aircraft Industries a.s., Kunovice, Czech Republic.

Bulletin becomes effective: On the date of its issue.

No. of pages: 5

Pešák Miroslav
Chief Designer

Technical content of this document is approved under the authority of Design Organization
Approval No. EASA.21J.119.

13.2.2008

SERVICE BULLETIN PERFORMANCE

For aircraft registered in EU member states - mandatory.

For other aircraft - optional.

1. INSTRUCTIONS FOR PLANNING

A. CONCERNS:

1. Aircraft variant

L410 UVP-E.

2. Version/S.N.

Per operator's requirement.

3. SB implementation

- Safety modification consists of 2 parts:
 - a) Part A: Additional emergency exits installation into the under wing area of fuselage and related modifications.
 - b) Part B: Remaining safety modifications.
- Aircraft on which there are complete modifications according to both parts A and B performed, have no additional limitations.
- Aircraft on which there are only modifications according to part B performed have restriction for transport of max. 9 passengers. This restriction does not apply to the aircraft used exclusively for parachuting purposes.
- This Service Bulletin is eligible to aircraft, which were originally manufactured as L410UVP-E variant, or were converted into L410UVP-E variant by the manufacturer.

B. REASON

Safety modification of L410UVP-E aircraft.

Performance of this bulletin will enable continuing operation of L 410 UVP-E aircraft in EU countries after the 31st December 2009.

C. DESCRIPTION

Part A: Additional emergency exits installation into the under wing area of fuselage and related modifications:

1. Modification of fuselage structure
2. Installation of emergency exits
3. Modification of fuselage insulation and upholstery
4. Anti-skid carpet installation on landing gear nacelles
5. Emergency path lighting
6. Emergency exits signs and placards
7. Emergency lighting wiring
8. Other related modifications

Part B: Remaining safety modifications:

1. Modification of locking mechanism of the front emergency exit
2. Installation of indication of closing of the entry door, 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 flaps in wing fuel tanks filler necks and elimination of internal fuel filler necks on a wing

7. Installation of fuel flowmeters
8. Installation of warning device of exceeding of maximum operating speed V_{MO}
9. Rerouting of rudder and aileron trim tabs cabling
10. Installation of protective fire resistant coating on hoses in engine nacelle area
11. Modification of passenger seats to prevent shifting of the 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

Integral part of this bulletin is verification of aircraft modifications carried out by various maintenance organizations for their compliance to aviation regulations requirements by Aircraft Industries, a.s. DOA and Quality Control personal and remedy of eventually found shortcomings. Subject of the verification will not only be modifications and STC approved by the Czech CAA and other national CAA, accredited for this by EASA. Modifications of the aircraft with found shortcomings will be brought into full compliance with aviation regulations requirements.

D. APPROVAL

This bulletin has been prepared based on design data approved in the course of type certification process of L 410 UVP-E20 aircraft.

E. MATERIAL - AVAILABILITY

1. Installation parts

Will be delivered by Aircraft Industries, a.s.

2. Costs

To be covered by the operator.

F. SPECIAL TOOLS

Stated in Working Instructions.

G. WEIGHT AND BALANCE

Valid for aircraft with safety bulkhead between cockpit and passenger cabin installed **For modifications acc. to part A and B**

The empty weight is increased by 20.420 kg (45.018 lb).

The moment at empty weight is increased by 74.019 kg.m (64.244 lb.in/100).

The centre of gravity position at empty weight is shifted by 0.253 % MAC backwards.

For modifications acc. to part B

The empty weight is increased by 8.095 kg (17.846 lb).

The moment at empty weight is increased by 32.175 kg.m (27.926 lb.in/100).

The centre of gravity position at empty weight is shifted by 0.136 % MAC backwards.

Valid for aircraft without safety bulkhead between cockpit and passenger cabin installed

For modifications acc. to part A and B

The empty weight is increased by 27.020 kg (59.568 lb).

The moment at empty weight is increased by 77.583 kg.m (67.338 lb.in/100).

The centre of gravity position at empty weight is shifted by 0.078 % MAC backwards.

For modifications acc. to part B

The empty weight is increased by 14.695 kg (32.396 lb).

The moment at empty weight is increased by 35.739 kg.m (31.020 lb.in/100).

The centre of gravity position at empty weight is shifted by 0.039 % MAC forwards.

H. DOCUMENTATION USED

Implementation instruction

B042 664X

Instructions for implementation of safety modifications on
L 410 UVP-E aircraft

I. AMENDED OPERATION DOCUMENTATION

For modifications acc. to parts A and B

AFM Supplement No. 72

MS Supplement No. 30

MM Supplement No. 139

WM Supplement No. 139

For modifications acc. to part B

AFM Supplement No. 73

MS Supplement No. 31

MM Supplement No. 141

WM Supplement No. 141

2. INSTRUCTIONS FOR IMPLEMENTATION

A. PREPARATORY WORK

- Disconnect the external power supply socket according to the work procedure 024.40.00.B.
- Remove the storage batteries from the aircraft according to the work procedure 024.30.04.A.

B. MODIFICATIONS IMPLEMENTATION

Perform according to the Instruction B042 664X.

C. TESTS

Perform according to the Instruction B042 664X.

D. FINISHING WORK

- Carefully clear all areas where the installation work was carried out from scraps of material and from dirt.
- Repair damaged paintings according to the work procedure 020.20.00, page 815, 819.
- Install the storage batteries according to the work procedure 024.30.04.A.

3. NECESSARY MATERIAL

A. INSTALLATION KIT DELIVERED BY THE AIRCRAFT MANUFACTURER

Stated in Working Instructions part list

4. RECORD IN THE AIRPLANE LOGBOOK

Execution of safety modification of the L410UVP-E aircraft accomplished in compliance with the IB L410UVP-E/230b-part A and part B / part B.

Date:

Performed by:
(legible signature of verification engineer)