



Aircraft Industries



www.let.cz / pps@let.cz / +420 572 817 664
Aircraft Industries, a.s. / Na Záhonech 1177 / Kunovice 686 04 / Czech Republic

SERVICE LETTER

SL No. **L-410/007**

Aeroplane Type: **L-410**

Model(s): **L 410 UVP-E20
from S/N 3211**

Date of Issue: **Apr 21, 2021**

Reason: Increasing the usefulness of an aeroplane.

Description: Procedure for the service life extension of an airframe up to 30,000 FH/FC.

The service life extension is performed before expiration of basic service life of 20,000 FH/FC. Extension of the service life is possible within scheduled Revision that is closest to reaching basic service life.

Works on extension of the service life by Aircraft Industries, a.s. (hereinafter AI) can be started as per operator's request and after delivery of the required utilization data in accordance with the Appendix 1.

The operator will send an order to the AI requesting to assess the possibility of the aeroplane service life extension. The operator must simultaneously provide verified official utilization data of the aeroplane with date, stamp, name, position and signature of Approved Maintenance Organisation Representative (hereinafter AMO Representative), who has prepared the required information. The operator confirms correctness of the provided data by a signature on the form (Appendix 1).

If the provided utilization data do not exclude the possibility of the service life extension, the AI with the participation of AMO Representative (and operator eventually) will perform the Entry Inspection to assess the airframe technical condition.

Entry Inspection

The purpose of the Entry Inspection is to determine the current technical condition of the airframe and to assess the possibility of the service life extension above 20,000 FH/FC.

The Entry Inspection (hereinafter inspection) is based on a customer's order. The condition for starting the inspection is to provide the required utilization data (Appendix 1).

The inspection of the aeroplane is performed by the AI's Inspection Committee with support of the operator's technical staff.



The scope of the inspection is elaborated in a program approved by the Chief Designer of AI. The inspection is focused on the such airframe damages (mechanical deformations, cracks, corrosion, excessive clearances, loose rivets, etc.) which could negatively affect the airworthiness of the subsequent operation. In addition, the inspection includes verification of the aeroplane operation history, implementation of modifications, repairs and mandatory bulletins.

The inspection is performed on the uncovered aeroplane placed on jacks, best in closed and heated hangar. Preparations for the inspection shall be performed by the operator.

The inspection of one aeroplane takes from 2 to 3 days on average.

The Inspection Committee will prepare the Inspection Protocol with findings, defects and Inspection Committee recommendation / non-recommendation for the service life extension. The Inspection Protocol is passed to the operator, no matter if the inspection results allow service life extension.

CAUTION

There is no legal claim for the service life extension on the basis of the Entry Inspection performance. Number of additional FH/FC depends on real technical condition of the airframe.

The inspection is valid for one calendar year from the recommendation Inspection Protocol issuance. With longer delay the inspection must be performed again.

Measures for achievement of the final service life

Performance of the L-410/010b Service Bulletin.

Enclosure

Appendix 1 to the L-410/007 Service Letter

Statistical utilization data from the date of manufacturing for L 410 UVP-E20 aeroplanes from S/N 3211

1) Aeroplane Data

- Current owner: *)
• Current operator: *)
• Serial number: *)
• Registration number: *)
• Total flight hours: *) (from the beginning of operations)
• Total flight cycles: *) (from the beginning of operations)
• Ratio paved/grass runway operation: (from the beginning of operations)
• Number of take-offs from paved runways with full wing tip tanks:
• Number of take-offs from grass runways with full wing tip tanks:
• Number of flight hours since the last Revision: *)
• Number of flight cycles since the last Revision: *)
• The last Revision, date and location where performed: *)
• Send current data of MUL1 acceleration monitoring unit to the AI Client Zone *)

2) Supplemental Data

List of Bulletins - if applicable, Maintenance history etc.

.....

Does the aeroplane have any damage history?

- No
Yes - Brief description of damage, and of repair

Were any of the following replacements on the aeroplane: wing - fuselage - tail surfaces or etc.?

- No
Yes - state the serial numbers of the replaced parts, and their utilization data before and after installation

State serial numbers for fuselage wing stabilizer fin

Date:

Signature

Signature

.....

.....

Prepared by:
AMO representative, Company
(Name)

Operator's authorized representative
Company
(Name, stamp)

Notes: The data must span the entire operations history, from the very start to present. Utilization data are always meant number of hours and cycles in minimum extent see point 1), sign *). Text written in italics is for information only and does not belong to provided data. AMO - Approved Maintenance Organization.