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NOTE:
List of effective pages of Section 8 is not a part of this List. It is includes in the above mentioned section 8.

LOG OF REVISION

Rev. No.:	Description / eligibility	Pages affected:	Date of issue of new page	Date of revision incorporating and signature
11	Revision of the airworthiness limitation	0-3, 0-4, 0-6, 9-1, 9-2, 9-3, 9-4	Apr 15, 2003	
12	Revision of the airworthiness limitation	0-3, 0-4, 0-6, 9-1, 9-3	Apr 23, 2003	
13	1. Supplement of list of parts with limited operation time for aircraft operation over 5500 flight hours. 2. Formal arrangements of accompanying technical documentation.	0-3, 0-4, 0-6, 2-34, 4-26, 5-12, 6-1, 6-10A, 6-10B, 6-10C, 6-10D, 6-12, 6-13, 9-1, 9-2, 9-3, 9-4	Aug 15, 2003	
14	Operation on condition of the nose landing gear type 793-HPK-185-19, 793-HPK-185-19-7	0-3, 0-4, 0-6, 1-3, 3-6, 5-10, 5-18	Nov 20, 2003	
15	Revision of operation on condition of the nose landing gear type 793-HPK-185-19, 793-HPK-185-19-7.	0-3, 0-4, 0-6, 4-5, 4-6, 5-10, 6-16	Jan 14, 2005	
16	Formal arrangements of accompanying technical documentation	0-3, 0-4, 0-6, 2-15, 3-3, 4-13, 5-5, 5-10, 5-18	Jun 20, 2006	
17	Revision of the airworthiness limitation	0-3, 0-4, 0-6, 3-5, 3-6, 5-8, 9-1, 9-2, 9-3, 9-4, 9-5, 9-6	Mar 8, 2007	
18	Formal arrangements, reminder from aircraft operation near of the user	0-1, 0-3, 0-4, 0-6, 1-3, 2-2, 2-15, 2-61A, 2-63C, 2-63D, 4-24, 5-5, 5-9, 5-12	Jan 10, 2009	
19	Formal arrangements, reminder from aircraft operation near of the user	0-3, 0-4, 0-6, 5-10, 5-12, 5-21b, 5-26	Nov 1, 2010	
20	Z 242 L aircraft operation with “aerobatic” wings - revision of the airworthiness limitation	0-3, 0-4, 0-6, 5-5, 5-6, 5-7, 5-8, 5-9, 5-10, 5-11, 5-12, 9-1, 9-2, 9-3, 9-4, 9-5, 9-6, 9-7, 9-8	Jun 1, 2013	

5.2. SCHEDULED MAINTENANCE CHECKS

Item	Maintenance checks	List of scheduled inspections					Note	Performed by
		F25	F50	50	100 (1Y)	S.I. (hour)		
0.	**PREPARATORY WORKS**							
	Check aircraft accompanying technical and operational documentation, accuracy of records in Aircraft Log Book, Engine Log Book and Propeller Log Book.				o			
	Check all aircraft, engine and propeller bulletins accomplished.				o			
	Check time limits of all parts with limited safe life time (Chapter 9 Maintenance Manual of the Z 242 L Aircraft, Vol. I)				o			
	Check accomplishment of all Airworthiness Directives (AD).				o			
	Wash aircraft surface, the engine and clean the cabin.		o		o			
	Disassembly covers to enable inspection performance.		o		o			
	Perform the engine check.		o		o			
1.	**FUSELAGE**							
	Composite covers of the center part: check tightening of screws		o		o			
	Skin: damage, deformation.				o		(21)	
	Auxiliary tail skid: corrosion, attachment, deformation.				o			
	Fuselage latticework: welds in the vinicity of rear part suspension, landing gear springs attachment and engine bed suspension: corrosion, cracks.				o		(22)	
	Sliding canopy:							
	a) emergency release mechanism, hinges, locking of canopy.				o			
	b) free sliding of canopy, locking in opened position.				o			
	Canopy glass: cracks, damage.				o			
	Cockpit interior:							
	a) cleaness, no loose items.				o			
	b) seats, belts: damage, adjustment, locks.				o		(23)	
	c) completeness of cabin equipment.				o			
	d) fire extinguisher: corrosion, technical life time.				o			
	e) check pressure in lower cap of spar: min. 150 kPa (22 psi)				o		(24)	
	f) crash axe: attachment and securing				o		(25)	
2.	**WINGS**							
	Main fuel tanks covers: check tightening of countersunk screws at final works.		o		o			
	Check of wing attachment fittings:							
	a) corrosion or damaged attachment fittings				o			
	b) cone pins nuts tightening.				o			
	c) loosening or damaging of fitted bolts of the upper outer wing hinges.				o			
	Wing tips: damage, tightening of screws.		o		o			
	Skin: damage, deformation, loose rivets.				o		(21)	
	Ailerons and wing flaps:							
	a) hinges: corrosion, cracks (visually), bearings rolled-in without play, nuts locked.				o		(26)	
	b) ailerons mass balance: nuts of attachment bolt locked, cracks (visually).				o		(26)	
	c) stops of the wing flaps: distortion, deformation				o			

Item	Maintenance checks	List of scheduled inspections					Note	Performed by
		F25	F50	50	100 (1Y)	S.I. (hour)		
3.	**EMPENNAGE**							
	Stabilizer suspension and struts: general condition, crack in attachment area and struts weld beads, locking of nuts.		o		o		(26)	
	Elevator and rudder hinges: condition, locking of nuts, bearings rolled-in (without play).				o		(26)	
	Skin and wing tips: damage, deformation, wing tips attachment screws tightened.				o		(21)	
4.	**CONTROLS**							
	Control stops: condition (squeezes, deformation).				o		(27)	
	Cables:							
	a) cables condition: corrosion, broken wires.				o		(28)	
	b) rudder control, trim and wing flaps cables tension.				o		(28)	
	c) cables cleanness and cable greasing.				o			
	Control system joints: nuts and turnbuckles locked.				o			
	Control function check (incl. flaps, engine and propeller): free movement of all parts of system, correct run.				o			
	Primary controls plays: do not exceed permitted values – judgment of quality.				o		(29)	
5.	**LANDING GEAR**							
	Tires: damage, wear (tire cord must not appear), creep on wheel rim (red mark), tire pressure.		o		o		(30)	
	Landing gear wheels (after removal):							
	a) bearings: cleanness, check wear (damage, colored shading by overheating), greasing, replace faulty bearings.				o	500	(30a)	
	b) wheel casting: damage, cracks.					1500		
	c) nose wheel static mass balance - if necessary.						(31)	
	Brakes and brake control:							
	a) brakes (after cleaning): condition of friction disks and segments – without wheel removal.				o		(32)	
	b) brake casting: damage, cracks.					1500		
	c) brake control: joints on leaks, damaged piping, condition and hose life time, refilling of hydraulic fluid and brake system bleeding if necessary.				o		(1)	
	Main landing gear legs:							
	a) flight hours alt. number of landings for possible replacement of main landing legs incl. hinge screws (see Chap. 9 of MM I).				o			
	b) condition of main landing legs: corrosion, damage, cracks.				o		(34)	
	c) hinge screws (without removal): deformation.				o		(34a)	
	d) clearance in attachment.				o		(33)	

Item	Maintenance checks	List of scheduled inspections					Note	Performed by
		F25	F50	50	100 (1Y)	S.I. (hour)		
	Nose landing gear:							
	a) function of hydropneumatic shock absorber: swaying of aircraft fuselage (piston rod must move continuous).				o			
	b) nose landing gear control: condition.				o			
	c) hydraulic strut attachment: nuts of joints tightened, condition of mounts and struts (welds in vicinity): visually.				o		(19)	
	d) hydraulic shock absorber: leakage, function (after releasing from jacks), check fluid quantity and check air pressure.				o		(35)	
	e) shimmy damper: leakage, check fluid quantity.				o		(36)	
	f) leather sleeve: damage.				o		(37)	
	NOTE: inspection after 100 f.h. or max. 500 landings.							
	Wheel fairings: attachment, damage.				o			
	Play in landing gear bearings: adjust during the wheel assembly.				o			
6.	**ENGINE AND PROPELLER SYSTEMS**							
	Fuel system:							
	a) pipeline and hoses: condition, attachment, tightness and locking of joints, technical life time.	o	o		o		(1)	
	b) fuel strainer: clean.	o	o		o		(2)	
	c) fuel filter on the firewall: clean.	o	o		o		(3)	
	d) fuel nozzles: clean strainers and nozzles.				o		(4)	
	e) fuel pump: fuel or oil in vent.	o	o		o		(5)	
	f) drain valves: leakage, cleanness.	o	o		o			
	Oil system:							
	a) and hoses: condition, attachment, tightness and locking of joints, technical life time.	o	o		o		(1)	
	b) oil and oil filter element replacement.	o	o		o		(6)	
	c) strainers in oil inlet and outlet: cleanness.	o	o		o		(7)	
	d) oil cooler: tightness, damage.	o	o		o			
	e) inverted flight oil system: clean (acc. to SI Lycoming No. 1397 in latest issue).					300	(8)	
	f) adhesive joints in „tee“ and „elbow“ fittings.					1R	(55)	
	Engine electrical system, ignition:							
	a) spark plugs: reposition of plugs, cleanness and adjustment of electrodes.				o		(9) (10)	
	b) high tension ignition cable: attachment, tightening of joints at spark plugs/magnetos ends.	o	o		o			
	c) other el. conductors in engine compartment: condition and attachment, cleanness and tightening of plugs.	o	o		o			
	d) alternator: belt tension (see SI Lycoming No. 1129 in latest issue), alternator attachment.				o			
	e) magnetos: condition of contacts, oil in the breaker, ignition point adjustment.				o			
	f) starter: lubricate (see SI Lycoming No. 1278 in latest issue.	Dle potřeby					(52)	
	Air inlet:							
	a) air inlet pipe: condition, tightness, attachment.	o		o	o			
	b) air intake filter: cleanness, damage.				o			

Item	Maintenance checks	List of scheduled inspections					Note	Performed by
		F25	F50	50	100 (1Y)	S.I. (hour)		
	Cylinders:							
	a) leakage on rocker-arm covers.	o		o	o		(11)	
	b) partially or completely broken ribs.				o			
	c) compression check (see SI Lycoming No. 1191 in latest issue).				o		(53)	
	d) cylinders overheating: color changed.	o		o	o		(11a)	
	Exhaust system:							
	a) heat exchangers outer skin, noise silencer (after disassembly heat exchangers), pipeline: burns-out, cracks (in the vicinity of welds), damage.	o		o	o			
	b) manifold flanges, gas leakage.	o		o	o		(12)	
	c) cockpit heating hoses, springs at the joint of front and rear exchanger: condition, damage.				o			
	Air cooling system:							
	baffles: attachment, damage.	o		o	o			
	Engine suspension:							
	a) engine bed: corrosion, cracks (visually).				o		(13)	
	b) dampers vibration: condition, damage.				o		(13a)	
	c) fixing pins: nuts proper torqueing, defects, locked.				o			
	Engine and propeller controls:							
	a) control rods attachment: condition, damage, proper travel.				o			
	b) bolts in joints/hinges: locked with stainless cotter pin.				o			
	c) flat springs used to attach flexible pull rods of engine and propeller control to engine bracket: cracks (visually), deformation.				o		(13b)	
	Engine accessories: check attachment of appliances on engine crankcase and firewall.				o			
	Engine cowling:							
	a) damage of inner and outer cowlings, cracks.				o			
	b) quick lock: condition, function, damage.				o			
	Valves:							
	Check damage or abnormal wear.					400	(14)	
	Front part of engine crankshaft: remove deposits.					400	(15)	
	MTV Propeller							
	Propeller blades:							
	a) play in blade bearing: swinging on tips - max. 3 mm (0,12 in).				o		(16)	
	b) play in pitch – max. 2^{o}.				o		(16)	
	c) blades condition: cracks, notches, damage (visually)				o		(17)	
	Spinner:							
	a) disassembly the spinner				o			
	b) check visually cracks, damage				o		(18)	
	Hub, flange, spinner disc: check visually on cracks, corrosion				o		(19)	
	Flange bolts: tightened, locked				o			
	Pitch limiting nut: must seat at the propeller hub front face at maximum pitch of blades.				o			
	Counterweights: check adjustment				o			
	Leak: the oil or grease must not leak from the hub at blade roots.				o		(20)	

Item	Maintenance checks	List of scheduled inspections					Note	Performed by
		F25	F50	50	100 (1Y)	S.I. (hour)		
	Hartzell propeller							
	Propeller blades: cracks, notches, damage (visually).				o			
	Spinner:							
	a) disassembly the spinner.				o			
	b) check visually cracks, damage.				o		(18)	
	Propeller hub (visible parts):							
	a) cracks, damage.				o		(19)	
	b) check of locking.				o			
	Leak: grease or oil leakage.				o		(20)	
	Lubrication: acc. to HARTZELL documentation.				o			
8.	**EQUIPMENT AND ELECTRICAL INSTALLATION**							
	Pitot-static system							
	Pitot head: holder damage, inlet cleanness.				o			
	Pressure probes: (ram-air probe beneath left wing leading edge, 2 static probes on rear fuselage): holes cleanness.				o			
	Hose: damage, life time.				o		(38)	
	Condensate sump (3 pcs on left bottom of the fuselage): damage, attachment, drain if necessary – tighten properly.				o		(39)	
	Alternate static pressure source: check ASPS switch-valve for free movement.				o		(51)	
	Leakage check: see sect. 5.3.4 MM I.					1R		
	Check of shunt: verify proper function.				o		(56)	
	Instrument installation							
	All instruments: damage (broken glass a so.)				o			
	Color marking of instrument operation ranges: not damaged, readable.				o			
	Engine instruments:							
	a) conductors condition, locking of plugs.				o			
	b) function check				o		(40)	
	c) manifold pressure hose: condition, life time				o		(38)	
	Annunciator lights: function check				o		(41)	
	Compass: perform the compass compensation.					1R		
	Instrument calibration: acc. to intervals mentioned in operational rules of country, when aircraft is operated.					2R		
	Glider towing equipment							
	Tow hook, control cable: cleanness, condition, damage.				o			
	Attachment bolts nuts: check tightening, locking.				o			
	Control cable: corrosion, broken wires.				o		(28a)	
	Pulley: free movement, groove condition				o		(42)	
	Tow rope weak-link: corrosion, damage.				o		(43)	

Item	Maintenance checks	List of scheduled inspections					Note	Performed by
		F25	F50	50	100 (1Y)	S.I. (hour)		
	Electrical system							
	Battery:							
	a) primary battery: check of electrolyte quantity and density, battery maintenance (capacitance check after 1 year).				o	1R	(54)	
	b) emergency battery: function check, capacitance check after 1 year.				o	1R	(44) (45)	
	El. conductors:							
	a) conductors attachment.				o			
	b) condition of insulation or screening, damage conductors.				o		(46)	
	Plugs: locking, corrosion, damage.				o		(47)	
	El. bonding and static dischargers: replace damaged or abnormal corroded ones.				o			
	Lighting: function check.				o		(48)	
	Fuses: replace faulty fuses, complete fuses set - if necessary.				o			
	Communication and navigation equipment							
	(instructions of the equipment manufacturer must be observed).							
	Antennas: damage, attachment, corrosion.				o			
	Transceiver(s):							
	a) general condition, damage				o			
	b) function: connection with station on ground and during flight (during COM/NAV system check)				o			
	c) ground measurement on simulators (it is necessary to follow instructions of the manufacturer of this equipment and perform measurements in accordance with regulations of the country where the aircraft is operated)				o			
	Avionics (if installed):							
	a) ground measurement on simulators				o		(49)	
	b) in-flight function test				o			
	ELT emergency locator (if installed):						(50)	
	a) check function acc. to manufacturer instruction				o			
	b) battery service life check				o			
	SANDELL SN-3308 navigation system (if installed): replace projection lamp					200		
9.	**FINAL WORKS**							
	Check and readability of placards and markings in the cockpit and upon the surface of aircraft.		o			o		
	Grease the airplane systems acc. to Plan of greasing (sect. 4.17 MM I).		o			o		
	Check of aircraft to detect foreign objects, lost tools etc.		o			o		
	Shut access and inspection port doors and install all before removed covers and lids.		o			o		
	Make engine test (acc. to record mentioned in MM II Z 242 L, Chapter 6, Directive 6.905).		o			o		
	After engine test check the tightness of fuel and oil systems.		o			o		
	Make the test flight (acc. to record mentioned in MM II Z 242 L, Chapter 6, Directive 6.905).					o		
	Check serviceability of alternate source of static pressure in flight by turning over the static pressure selector.					o		
	Make all the required entries into the pertinent logbooks.		o			o		

Used symbols and abbreviations:

F25	- inspection after first 25 operation hours
F50	- inspection after first 50 operation hours
50	- inspection after each 50 operation hours
100 (1Y)	- Inspection after each 100 oper. Hours or 1 year of operation (which first occur
1Y	- inspection after 1 years of operation
2Y	- inspection after 2 years of operation
S.I.	- special inspection
(h)	- operation hours
MM I., (II)	- Maintenance Manual Vol. I., Vol. II. Z 242 L

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CHAPTER 9

AIRWORTHINESS LIMITATIONS

This Airworthiness Limitations Chapter is EASA approved under approval No. 10045759

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Safe-life concept is applied to the Z 242 L aircraft.

Safe life time is limited at following parts:

1.	The Airframe	see Notes 1, 2, 3
2.	Main Landing Gear Legs L 242.5100-00.09 (L.H.) L 242.5100-00.10 (R.H.)	**2500** flight hours or see Note 4
3.	Nose Landing Gear 793 HPK-185-19-7	**3500** flight hours or see Note 5
4.	Conic pins and bushings of main wing hinges	see Note 6
5.	Pin of rear wing hinge	see Note 6
6.	Fitted bolts of upper outer and upper inner wing hinges	see Note 7
7.	Engine mount	see Note 8
8.	Stabilizer	see Note 9

NOTES:

1. AIRCRAFT WITH UNSTRENGHTENED WINGS (Drwg. No. L242.2100/L242.2200):

Aircraft´s up to S/N 0656 incl., which the Mandatory Service Bulletin Z 242L/27a or Z 242L/27a-Rev. 1 or Z 242L/52a has not been performed.

1.1 at which the **limit of 190 hours TIS** in ACROBATIC (A) and/or UTILITY (U) category **has not been reached,** can reach this limit in UTILITY (U) category only at keeping the total limit of **3500 hours TIS.**

1.2 at the **limit of 190 hours TIS** in in ACROBATIC (A) and/or UTILITY (U) category **has been exceeded,** on which **reconstruction of root wing part** and **replacement of conic pins and bushings of main wing hinges and pins of rear wing hinges has been performed,** can be operated in NORMAL (N) category only up to the total limit of **3500 hours TIS.**

CAUTION:

The aircraft with unstrenghtened wings can´t be operated in ACROBATIC (A) category and can´t be installed the AMU1 Acceleration monitoring unit.

2. AIRCRAFT WITH STRENGHTENED WINGS (Drwg. No. L242.2100/L242.2200):

Aircraft´s from S/N 0657 incl. and aircraft´s up to S/N 0656 incl., which the Mandatory Service Bulletin Z 242L/27a or Z 242L/27a-Rev. 1 or Z 242L/52a has been performed.

2.1 without AMU1 Acceleration Monitoring Unit installed

Aircraft´s, which the Mandatory Service Bulletin Z 242L/44a or Z 242L/52a) has not been performed.

if aircraft operation time in ACROBATIC (A) and/or UTILITY (U) category **is not greater than 250 hours TIS,** the aircraft can be operated till the limit of **700 hours in UTILITY (U) category only.** This time incorporates also hitherto flights in ACROBATIC (A) and/or UTILITY (U) category. Total operation time is **5500 hours TIS.**

If aircraft operation time in ACROBATIC (A) and/or UTILITY (U) category has **exceeded 250 hours TIS,** the aircraft can be operated **in NORMAL (N) category only** till total operation time of **5500 hours TIS.**

2.2 with AMU1 Acceleration Monitoring Unit installed

Aircraft´s, which the Mandatory Service Bulletin Z 242L/44a or Z 242L/52a) has been performed.

basic total safe life time is **5500 hours TIS in all aircraft airworthiness category.**

Aircraft operation in accordance with a load spectrum, which corresponds with the basic total safe fatigue life time is a condition for saving this limit. This limit can be increased or decreased according to actual load spectrum.

If the aircraft is operated outside the limits of frequencies of load factors, which correspond with basic total safe fatigue life time, its safe life time is changed, either by a change of total safe life time limit or by determination of a limit from which the aircraft shall be operated in NORMAL (N) category only or by determination of acrobatic time limit for specified total operation time limit or by determination of a limit at which the wings and another prescribed parts shall be replaced to enable further aircraft operation.
If the aircraft is operated in acrobatic operation outside the limits of frequencies of load factors which correspond with basic time of replacement intervals of main wing hinges pins and bushings and rear hinge pins, interval time of these replacement is changed.

The Form with changed total safe life time must be inserted into the Maintenance Manual Vol. I of the Z 242 L aircraft, Chapter 9. In this way changed safe life time supersedes safe life time stated in Maintenance Manual Vol. I of the Z 242 L aircraft, Chapter 9.
The Form with changed time of replacement intervals of main wing hinges pins and bushings and rear hinge pins must be inserted into Maintenance Manual Vol. I of the Z 242 L aircraft, Chapter 9. In this way changed basic time of main wing hinges pins and bushings and rear hinge pins replacement stated in Maintenance Manual Vol. I of the Z 242 L aircraft, Chapter 9.

NOTES:

Aircraft operator is obliged to record flights performed in ACROBATIC (A) and/or UTILITY (U) category and pertinent flight time into the Aircraft Log Book. Flight time is total time from the instant of aircraft first movement for the purpose of take-off to the instant when the aircraft finally stops in the end of that flight. Flights in ACROBATIC (A) category are marked by A letter in the Aircaft Log Book and flights in UTILITY (U) category are marked by U letter in the aircraft Log Book.

Aircraft operator is obliged to download the AMU1 data and send them to the aircraft manufacturer in determined intervals. In case aircraft operator does not send the AMU1 data to the aircraft manufacturer, the aircraft can be operated according to section 2.1 only.

3. AIRCRAFT WITH „ACROBATICS" STRENGHTENED WINGS (Drwg. No. M242.2100/M242.2200):

Aircraft´s, which the Information Service Bulletin Z 242L/24b has been performed.

3.1 without AMU1 Acceleration Monitoring Unit installed

basic total safe life time is **6500 hours TIS** thereof **560 hours TIS** in category ACROBATIC (A) **or 500 hours TIS** in category ACROBATIC (A) **and 1000 hours TIS** in category UTILITY (U).

3.2 with AMU1 Acceleration Monitoring Unit installed

basic total safe life time is determined on the basis of actual aircraft operation monitored by help of AMU1 Acceleration Monitoring Unit.

If the operator does not fulfill the obligation regularly download the AMU1 data and send them to the aircraft manufacturer in determined intervals according to the information bulletin Z242L/24b, the operation of the aircraft will be evaluated according to paragraph 3.1 of this chapter.

If the aircraft is operated outside the limits of frequencies of load factors, which correspond with basic total safe fatigue life time, its safe life time is changed, either by a change of total safe life time limit or by determination of a limit from which the aircraft shall be operated in NORMAL (N) category only or by determination of acrobatic time limit for specified total operation time limit or by determination of a limit at which the wings and another prescribed parts shall be replaced to enable further aircraft operation.
If the aircraft is operated in acrobatic operation outside the limits of frequencies of load factors which correspond with basic time of replacement intervals of main wing hinges pins and bushings and rear hinge pins, interval time of these replacement is changed.

The Form with changed total safe life time must be inserted into the Maintenance Manual Vol. I of the Z 242 L aircraft, Chapter 9. In this way changed safe life time supersedes safe life time stated in Maintenance Manual Vol. I of the Z 242 L aircraft, Chapter 9.
The Form with changed time of replacement intervals of main wing hinges pins and bushings and rear hinge pins must be inserted into Maintenance Manual Vol. I of the Z 242 L aircraft, Chapter 9. In this way changed basic time of main wing hinges pins and bushings and rear hinge pins replacement stated in Maintenance Manual Vol. I of the Z 242 L aircraft, Chapter 9.

NOTES:

Aircraft operator is obliged to record flights performed in ACROBATIC (A) and/or UTILITY (U) category and pertinent flight time into the Aircraft Log Book. Flight time is total time from the instant of aircraft first movement for the purpose of take-off to the instant when the aircraft finally stops in the end of that flight. Flights in ACROBATIC (A) category are marked by A letter in the Aircaft Log Book and flights in UTILITY (U) category are marked by U letter in the aircraft Log Book.

4. This limitation may be exceeded up to the total number of **11 000 landings** if the operator of appropriate aircraft registers a number of landings by a demonstrable manner.

5. This limitation may be exceeded up to the total number of **15 000 landings** if the operator of appropriate aircraft registers a number of landings by a demonstrable manner.

6. **Aircraft with unstrengthened wings**:

- On the aircraft which have reached less than 190 hours TIS in ACROBATIC (A) and/or UTILITY (U) category - replace at nearest „C" inspection.
- On the aircraft which have reached more than 190 hours TIS in ACROBATIC (A) and UTILITY (U) category and on which these parts have not been replaced during reconstruction of wing root part - replace at that „B" or „C" inspection

it depends on what comes earlier

Aircraft with strengthened wings:

- after 1500 hours TIS, or
- after 200* hours TIS in ACROBATIC (A) category, or
- after 200* joint hours TIS in ACROBATIC (A) and UTILITY (U) category**

* basic time, which can be changed on the basis of AMU1 data evaluation.

** in case the aircraft is not operated in ACROBATIC (A) category since last replacement, the replacement interval is 1500 hours TIS.

Aircraft with "acrobatics" wings:

- 1500 hours TIS thereof 140* hours TIS in category ACROBATIC (A), or
- 1500 hours TIS thereof 100* hours TIS in category ACROBATIC (A) and 1000 hours TIS in category UTILITY (U)**.

* basic time, which can be changed on the basis of AMU1 data evaluation.

** in case the aircraft is not operated in ACROBATIC (A) category since last replacement, the replacement interval is 1500 hours TIS.

7. In case of loosening or failure of even one single fitted bolt, replacement of all 20 bolts on both hinges shall be performed.

8. **Aircraft with unstrengthened wings**

basic total safe life time of engine bed is the same as basic total safe life time of the wings.

Aircraft with strengthened wings

basic total safe life time of engine bed is the same as basic total safe life time of the wings.

Aircraft with "acrobatics" wings

basic total safe life time of engine bed is determined **4200 hours TIS**, conditions for performed cracks detection inspection of engine bed for cracks after the first 1000 hours TIS, then after 3000 hours TIS. *

* basic time, which can be changed on the basis of AMU1 data evaluation.

9. Basic total safe life time of stabilizer is the same as basic total safe life time of the wings *.

* Basic safe fatigue life time of stabilizer support including fasteners and fasteners attaching the stabilizer to rear part of the fuselage is 3250 flight hours or 280 flight hours in ACROBATIC (A) category.

This basic time, which can be changed on the basis of AMU1 data evaluation.

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