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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	
21	Implementation of replacement of broken windshield of sliding canopy	0-3, 0-4, 0-6, 7-21	Oct 24, 2014	
22	Revision of the airworthiness limitation	0-3, 0-4, 0-6, 9-1, 9-2, 9-3, 9-4, 9-5, 9-6, 9-7, 9-8	Mar 15, 2016	

CHAPTER 9

AIRWORTHINESS LIMITATIONS

This Airworthiness Limitations Chapter is EASA approved under
approval No. 10060706

Date: January 13, 2017

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 **2500** flight hours
L 242.5100-00.09 (L.H.) or see Note **4)**
L 242.5100-00.10 (R.H.)
3. Nose Landing Gear **3500** flight hours
793 HPK-185-19-7 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 UNSTRENGTHENED 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 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 unstrengthened wings can't be operated in ACROBATIC (A) category and can't be installed the AMU1 Acceleration monitoring unit.

2. **AIRCRAFT WITH STRENGTHENED 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.
- A) if aircraft operation time in ACROBATIC (A) category has **not exceeded 200 hours TIS** and in UTILITY (U) category has **not exceeded 500 hours TIS**, i.e. **summary 700 hours TIS** in A+U category, aircraft can be operated in category NORMAL (N) only up to the total limit **5500 hours TIS**.

- B1) if aircraft operation time in ACROBATIC (A) category has **exceeded 200 hours TIS** and in UTILITY (U) category has **not exceeded 500 hours TIS**, aircraft can be operated acc. to the following table:

Category A (flight hours)	Category U (flight hours)	Category N (flight hours)	Total (flight hours)
200	500	4800	5500
205	500	4300	5005
210	500	3800	4510
215	500	3300	4015
220	500	2800	3520
225	500	2300	3025
230	500	1800	2530
235	500	1300	2035
240	500	800	1540
245	500	300	1045
250	500	0	750

- B2) if aircraft operation time in ACROBATIC (A) category has **not exceeded 200 hours TIS** and in UTILITY (U) category has **exceeded 500 hours TIS**, aircraft can be operated acc. to the following table:

Category A (flight hours)	Category U (flight hours)	Category N (flight hours)	Total (flight hours)
200	500	4800	5500
200	600	4000	4800
200	700	3200	4100
200	800	2400	3400
200	900	1600	2700
200	1000	800	2000
200	1100	0	1300

- C) if aircraft operation time in ACROBATIC (A) category has **exceeded 250 hours TIS** and in UTILITY (U) category **500 hours TIS**, i.e. **summary 750 hours TIS** in A+U category, aircraft must be **removed from operation**

eventually:

if aircraft operation time in ACROBATIC (A) category has **exceeded 200 hours TIS** and in UTILITY (U) category **1100 hours TIS**, i.e. **summary 1300 hours TIS** in A+U category, aircraft must be **removed from operation**.

(for further operation is necessary to perform the wings replacement + installation of registration accelerometer AMU1 and replacement of subsequent primary parts of aircraft structure acc. to the instructions mentioned in mandatory service bulletin Z242L/52a).

Further operation of aircraft is controlled acc. to sect. 2.2.

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 Aircraft 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“ STRENGTHENED 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 Aircraft 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.