

Service Letter No. L99 Rev.2
December 1, 2015

TO:

SECRETARIA DE MARINA - ESCUELA DE AVIACION NAVAL
(Mexican Navy Aviation School)

APPLICABLE TO:

Z 242 L Aircraft S/N: 0749, 0750, 0751, 0752, 0753, 0758, 0759, 0760,
0793, 0794, 0795, 0796, 0797, 0798, 0799, 0800, 0801, 0802,
0803, 0804, 0805, 0806, 0807, 0809, 0810, 0811, 0812, 0813

SUBJECT:

Z 242 L Aircraft, operated by Mexican Navy Aviation School can perform acrobatic manoeuvres prescribed for ACROBATIC Category at maximum take-off weight prescribed for UTILITY Category on following conditions:

Above stated aircraft shall be operated and maintained according to properly revised accompanying documentation of the aircraft manufacturer and according to pertinent service bulletins and service letters issued by the aircraft manufacturer.

Mandatory replacements of airframe parts with limited safe life time, where the limits are different from those stated in aircraft accompanying documentation:

Conic pins and bushings of main wing hinges	Pin of rear wing hinge
<ul style="list-style-type: none"> • after 1500 hours TIS, or • after 200 ¹⁾ hours TIS in ACROBATIC category, or • after 150 ²⁾ hours TIS in UTILITY category, or • after 150 ²⁾ joint hours TIS in ACROBATIC and UTILITY category, <p style="text-align: center;">It depends on what comes earlier.</p>	

Based on AMU1 data evaluation, prescribed limits for safe fatigue life of the aircraft and of aircraft parts can be changed according to actual operation of each single aircraft.

¹⁾ Basic time which can be changed by aircraft manufacturer on the basis of AMU1 data evaluation. This basic time ensures safe aircraft operation till first regular AMU1 data evaluation. Interval of expected limits determined by aircraft manufacturer on the basis of AMU1 data evaluation is 200 – 1500 hours TIS.

²⁾ Basic time which can be changed by aircraft manufacturer on the basis of AMU1 data evaluation. This basic time ensures safe aircraft operation till first regular AMU1 data evaluation. Interval of expected limits determined by aircraft manufacturer on the basis of AMU1 data evaluation is 150 – 1500 hours TIS.

Aircraft logbook

Flights with acrobatic manoeuvres performed within the limits of ACROBATIC Category shall be recorded into Aircraft log Book as ACROBATIC Category flights.

Flights with acrobatic manoeuvres performed within the limits of UTILITY Category shall be recorded into Aircraft log Book as UTILITY Category flights.

Numbers of flight hours shall be recorded separately for flights in ACROBATIC Category and for flights in UTILITY Category and sent to the aircraft manufacturer together with complete information according to the Appendix No. 1 – “Report form for aircraft logbook information by AMU1 file download process (AMU1.01 – 02B/08)”.

Sums of mentioned times shall be recorded in a way to enable determination of overall operation time in ACROBATIC Category and overall operation time in UTILITY Category.

Time of flight within the ACROBATIC and/or UTILITY Category will be recorded as follows.

TIME OF FLIGHT is a time recorded from the instant of aircraft first movement for the purpose of take off to the instant when the aircraft finally stops taxiing after landing.

Acrobatics manoeuvres

Acrobatic manoeuvres permitted for ACROBATIC Category which will be performed at aircraft weight from maximum take-off weight prescribed for ACROBATIC Category to maximum take-off weight prescribed for UTILITY Category shall be performed within the limits of load factors prescribed for UTILITY Category.

Interval for AMU1 data sending

The data files from the AMU1 Acceleration Monitoring Unit shall be downloaded from all the aircraft here stated and sent for evaluation to the aircraft manufacturer together with information required by Appendix No. 1 – “Report form for aircraft logbook information by AMU1 file download process (AMU1.01 – 02B/08)”.

Intervals of sending an information related to total operation time:

- in 50 flight hours intervals during 100 flight hours but not less than once a year, and then after each 100 flight hours but not less than once a year.

Intervals of sending an information related to acrobatic operation time:

- in 25 flight hour intervals during 50 flight hours in ACROBATIC category, or during 50 flight hours in UTILITY category, or during 50 joint flight hours in ACROBATIC and UTILITY category, but not less than once a year, and then after each 50 flight hours in ACROBATIC category, or 50 flight hours in UTILITY category, or 50 joint flight hours in ACROBATIC and UTILITY category, but not less than once a year.

The interval which expires earlier is effective.

RESTRICTIONS:

This service letter is valid under condition, that the aircraft operator SECRETARIA DE MARINA - ESCUELA DE AVIACION NAVAL (Mexican Navy Aviation School) will properly send downloaded AMU1 data with complete information in conformity with aircraft manufacturer requirements.

PROCEDURES:

Insert a copy of this Service Letter into the Flight Manual and Maintenance Manual, Vol. I., Chapt.9 of each aircraft.

All related procedures and works are prescribed in accompanying documentation and pertinent service bulletins and service letters.

PERFORMS:

SECRETARIA DE MARINA - ESCUELA DE AVIACION NAVAL
(Mexican Navy Aviation School)

APPENDICES:

Appendix No. 1 – Report form for aircraft logbook information by AMU1 file download process (AMU1.01 – 02B/08)



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**Appendix No. 1 – Report form for aircraft logbook information
by AMU1 file download process (AMU1.01 – 02B/08)**

REPORT FORM FOR LOGBOOK INFORMATION BY AMU1 DATA DOWNLOAD PROCESS

<u>1. Aircraft information</u>			
(1.1) Aircraft type:		(1.2) Aircraft serial No.:	
(1.3) Aircraft registration mark:		(1.4) Country:	
(1.5) Operator:			
(1.6) E-mail No.1:		(1.8) E-mail No.3:	
(1.7) E-mail No.2:		(1.9) E-mail No.4:	
<u>2. Logbook information</u>			
(2.1) Total flight hours at AMU1 initialization:			
(2.2) Total number of landings at AMU1 initialization:			
(2.3) Total number of flight hours in acrobatic category since last wing installation till AMU1 initialization:			
(2.4) Total number of flight hours in utility category since last wing installation till AMU1 initialization:			
(2.5) Total number of flight hours in acrobatic and utility category since last wing installation till AMU1 initialization:			
(2.6) No. of wing installations / Total flight hours at time of wing installation:			
(2.7) Total flight hours since first flight:			
(2.8) Total number of landings since first flight:			
(2.9) Total number of flight hours in acrobatic category since last wing installation:			
(2.10) Total number of flight hours in utility category since last wing installation:			
(2.11) Total number of flight hours in acrobatic and utility category since last wing installation:			
(2.12) Conic pins and bushings for attaching the wings to the fuselage:			
<u>4. AMU1 data was downloaded before hand-over to the operator; data stored on PC and sent to Moravan - Aviation</u>			
(4.1) Date in the aircraft logbook:			
(4.2) Name of the downloaded file (*.amu):			
(4.3) Name:		(4.4) Signature:	

Instruction for filling the form (AMU1.01 – 02B/08)**1. Aircraft information**

- 1.1 Aircraft type: Aircraft type
- 1.2 Aircraft serial No: Aircraft serial number
- 1.3 Aircraft registration mark: Aircraft registration mark
- 1.4 Country: Country, where the registered aircraft is operational
- 1.5 Operator: Person or organisation, who operates the aircraft
- 1.6-1.9 E-mail No.: E-mail addresses, which will be used for communication between manufacturer and aircraft operator. These E-mails will be also used for sending the AMU1 results report

2. Logbook information

- 2.1 Total flight hours till AMU1 initialization:
Total flight hours since first aircraft flight till AMU1 initialization
- 2.2 Total number of landings till AMU1 initialization:
Total number of landings since first aircraft flight till AMU1 initialization
- 2.3 Total number of flight hours in acrobatic category since last wing installation till AMU1 initialization:
Total number of flight hours in acrobatic category since last wing installation till AMU1 initialization
- 2.4 Total number of flight hours in utility category since last wing installation till AMU1 initialization:
Total number of flight hours in utility category since last wing installation till AMU1 initialization
- 2.5 Total number of flight hours in acrobatic and utility category since last wing installation till AMU1 initialization:
Total number of flight hours in acrobatic and utility category since last wing installation till AMU1 initialization. This entry is filled, when the operator does not record the acrobatic (2.3) and utility (2.4) flight time separately.
- 2.6 No. of wing installations / Total flight hours at time of wing installation:
This information is concerning about last wing installation and time of its installation according to the aircraft logbook

e.g.: Last wing installation was the second wing installation and it was carried out at 2985 flight hours; mark: 2/2985

2.7 Total flight hours since first flight:

Total flight hours since first flight

2.8 Total number of landings since first flight:

Total number of landings since first flight

2.9 Total number of flight hours in acrobatic category since last wing installation:

Total number of flight hours in acrobatic category since last wing installation

2.10 Total number of flight hours in utility category since last wing installation:

Total number of flight hours in utility category since last wing installation

2.11 Total number of flight hours in acrobatic and utility category since last wing installation:

Total number of flight hours in acrobatic and utility category since last wing installation. This entry is filled, when the operator does not record the acrobatic (2.9) and utility (2.10) flight time separately.

2.12 Replacement Conic pins and bushings for attaching the wings to the fuselage:

Total number of flight hours according to the logbook, when the last conic pins and bushings for attaching the wings to the fuselage were replaced; mark: Number of replacements / Total number of flight hours according to the logbook

4. AMU1 data was downloaded before hand-over to the operator; data stored on PC and sent to Moravan - Aviation

4.1 Date in the aircraft logbook:

Date in the aircraft logbook, when the AMU1 data was downloaded

4.2 Name of the downloaded file (*.amu):

Name of the downloaded file (*.amu)

4.3 Name:

Name of the person, who downloaded AMU1 data

4.4 Signature:

Signature of the person, who downloaded AMU1 data