

This Service bulletin has been produced in accordance with approved Alternative Procedures to DOA EASA.AP356.
Technical data has been approved by EASA under Approval No.:

☐ INFORMATION

☐ RECOMMENDED

☒ **MANDATORY**

A. SUBJECT:

Change of the emergency procedure for recovery from an inadvertent spin in the Pilot's Operating Handbook.

B. AFFECTED AIRPLANES:

DY-337/2009;	DY-428/2011 LSA;	DY-461/2012 LSA;	DY-487/2013 LSA;
DY-347/2010 LSA;	DY-429/2012 LSA;	DY-463/2013 LSA;	DY-491/2013 LSA;
DY-363/2010 LSA;	DY-433/2012 LSA;	DY-464/2013 LSA;	DY-493/2014 LSA;
DY-366/2010 LSA;	DY-434/2012 LSA;	DY-466/2013 LSA;	DY-494/2014 LSA;
DY-377/2010 LSA;	DY-435/2012 LSA;	DY-468/2013 LSA;	DY-496/2014 LSA;
DY-387/2010 LSA;	DY-436/2012 LSA;	DY-470/2013 LSA;	DY-499/2014 LSA;
DY-391/2010 LSA;	DY-439/2012 LSA;	DY-473/2013 LSA;	DY-500/2014 LSA;
DY-392/2010 LSA;	DY-442/2012 LSA;	DY-475/2013 LSA;	DY-501/2014 LSA;
DY-395/2010 LSA;	DY-445/2012 LSA;	DY-477/2013 LSA;	DY-508/2014 LSA;
DY-400/2011 LSA;	DY-449/2012 LSA;	DY-479/2013 LSA;	DY-510/2014 LSA;
DY-420/2011 LSA;	DY-459/2012 LSA;	DY-480/2013 LSA;	DY-514/2013 LSA;
DY-427/2011 LSA;	DY-460/2012 LSA;	DY-485/2013 LSA;	

C. REASON:

During the TC process it has been discovered that the emergency procedure for recovery from an inadvertent spin is inappropriate. In some configurations the effectiveness of the elevator and rudder may be reduced and the aircraft could enter an unrecoverable spin.

Therefore activation of ballistic rescue system was determined as a standard emergency procedure for spin recovery.

D. REQUIRED ACTION:

1. Replacement of the content of Chapter 3.7 in the Pilot's Operating Handbook

Applicable all affected aircrafts:

- 1.1. Print out and cut out the marked area of enclosed Chapter 3.7 (Enclosure 1).
- 1.2. Paste (stick) over the original Chapter 3.7 in the POH.
- 1.3. Record the update of date and follow-up revision number of affected pages in the revised pages footer, Chapter 0.1 - Record of Manual Revision and Chapter 0.2 - List of Effective Pages.

2. Replacement of the content of Chapter 3.8.3 in the Pilot's Operating Handbook

Applicable only for the aircrafts: DY-463/2013 LSA; DY-480/2013 LSA

- 2.1. Print out and cut out the marked area of enclosed Chapter 3.8.3 (Enclosure 2).
- 2.2. Paste (stick) over the original Chapter 3.8.3 in the POH.
- 2.3. Record the update of date and follow-up revision number of affected pages in the revised pages footer, Chapter 0.1 - Record of Manual Revision and Chapter 0.2 - List of Effective Pages.

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☐ INFORMATION☐ RECOMMENDED☒ **MANDATORY****3. Replacement of the content of Chapter 3.8.4 in the Pilot's Operating Handbook**

Applicable only for the aircrafts:

DY-468/2013 LSA; DY-473/2013 LSA; DY-477/2013 LSA; DY-479/2013 LSA;

DY-485/2013 LSA

3.1. Print out and cut out the marked area of enclosed Chapter 3.8.4 (Enclosure 3).

3.2. Paste (stick) over the original Chapter 3.8.4 in the POH.

3.3. Record the update of date and follow-up revision number of affected pages in the revised pages footer, Chapter 0.1 - Record of Manual Revision and Chapter 0.2 - List of Effective Pages.

E. COMPLIANCE:

Immediately.

F. WEIGHT AND BALANCE:

Weight change: N/A

Moment change: N/A

G. ACTION CARRIED OUT BY:

Pilot or owner.

H. COSTS COVERED BY:

N/A.

I. NECESSARY MATERIAL:

None.

J. DOCUMENTATION:

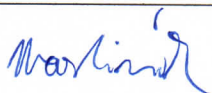
Pilot's Operating Handbook

K. ENCLOSURES:

Enclosure 1: Chapter 3.7 – Recovery from unintentional spin

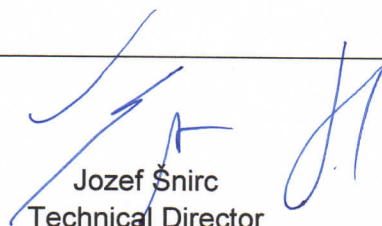
Enclosure 2: Chapter 3.8.3 – Rescue system

Enclosure 3: Chapter 3.8.4 – Rescue system

L. APPROVAL:

Vladimír Martinák
Head of Design Organisation

Position, Name, Signature



Jozef Šnirc
Technical Director

Position, Name, Signature