

**DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION**

**A42CE**  
Revision 11  
Aircraft Industries a.s.  
L-420  
L 410 UVP-E20  
L 410 UVP-E20 CARGO  
June 24, 2016

**TYPE CERTIFICATE DATA SHEET NUMBER A42CE**

This data sheet, which is part of Type Certificate No. A42CE, prescribes conditions and limitations under which the product for which the Type Certificate was issued meets the airworthiness requirements of the Federal Aviation Regulations.

**Type Certificate Holder**      Aircraft Industries, a.s.  
686 04 Kunovice 1177  
Czech Republic

**Type Certificate Holder Record:** LETECKÉ ZÁVODY a.s. transferred TC A42CE to Aircraft Industries a.s. on September 26, 2005.  
LET Aeronautical Works transferred TC A42CE to LETECKÉ ZÁVODY a.s. on October 15, 2002.

**I. Model L-420 (Commuter Category) approved March 11, 1998.**

<b><u>Engines</u></b>	Walter, a.s.	WALTER Type Certificate Quantity	M601F E00048EN Two (2)
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<b><u>Fuel</u></b>	T-1	according to	ST SEV 5024-85	or	GOST 10227-86		
	TS-1	according to	ST SEV 5024-85	or	GOST 10227-86	or	CSN 656 520
	RT	according to	ST SEV 5024-85	or	GOST 10227-86	or	CSN 656 520
	PL-6	according to	PND 25005-76				
	PL-7	according to	PND 25005-92				
	JET-A	according to	ASTM-D1655-89				
	JET A-1	according to	ASTM-D1655-89	or	DERD 2494		
	PSM 2	according to	PN-86/C-96026				

<b><u>Engine Limits</u></b>	<b>Maximum propeller shaft horsepower</b>	<b>Maximum propeller speed (rpm)</b>	<b>Maximum propeller shaft torque (lb-ft)</b>	<b>Maximum gas generator speed (% of 36,660 rpm)</b>	<b>Interturbine temperature (°C)</b>
<b>Maximum Takeoff (5 minutes)</b>	777	2,080	1,964	101.0	765
<b>Maximum Continuous</b>	777	2,080	1,964	100.0	750
<b>Takeoff with water injection (5 minutes)</b>	777	2,080	1,964	100.0	735

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**Notes:** The engine ratings are based on the following conditions:  
 Compressor intake screen installed  
 Static (V = 0 knots) operation  
 No air bleed  
 No external accessory loads

**Maximum Takeoff (5 minutes)**

Compressor inlet air at 29.43 in.-hg, 86°F/30°C

**Maximum Continuous**

Compressor inlet air at 29.92 in.-hg, 77°F/25°C

**Takeoff with water injection (5 minutes)**

Compressor inlet air at 28.74 in.-hg, 80.6°F/27°C

**Propeller and Propeller Limits**

Propeller	AVIA-Hamilton Standard Aviation Ltd.	Five blade	V510
		Type Certificate	P2BO
		Quantity	Two (2)
	Pitch setting measured at 68.82 inch diameter	Feather	+79.5°
		Low	+14°
		High	+79.5°
		Reverse	- 24°
	Diameter:	Maximum	90.63 inches
		Minimum	90.47 inches
		No further reduction permitted below minimum diameter.	
	Speed	Maximum	2080 rpm
	Power	Maximum	779 hp
Pitch-Control	Speed Limiter		065-2600
	Hydraulic Regulator		LUN 7816-8
	Electro-Hydraulic Actuator		LUN 7880-01-8
De-ice	Auxiliary Pump		LUN 7840-8
	Pressure Switch		LUN 1492.04-8
	Timing Relay		LUN 2601.01-8
	Timer		LUN 3193.1-8
	Brush Block Assembly		LUN 7850-7
Rotation	Clockwise viewed from slip stream		
Spinner			068-4000

**Note:** Certified propeller assembly number is VJ8.510 and includes all listed components.

**Airspeed Limits**

All speeds are indicated airspeeds.

Maximum operating speed		V <sub>MO</sub>	202 knots	232 mph
Maximum maneuvering speed		V <sub>A</sub>	147 knots	169 mph
Maximum speed in turbulence		V <sub>B</sub>	140 knots	161 mph
Maximum dive speed		V <sub>D</sub>	236 knots	271 mph
Maximum landing gear operating speed		V <sub>LO</sub>	160 knots	184 mph
Maximum landing gear extended speed		V <sub>LE</sub>	160 knots	184 mph
Maximum flaps extended speed	for flaps 18°	V <sub>FE</sub>	160 knots	184 mph
	for flaps 42°	V <sub>FE</sub>	113 knots	130 mph
Maximum flaps operating speed	for flaps 18°	V <sub>FO</sub>	160 knots	184 mph
	for flaps 42°	V <sub>FO</sub>	113 knots	130 mph
Minimum control speed, OEI, (air)	for flaps 18°	V <sub>MCA</sub>	84 knots	96 mph
	for flaps 0°	V <sub>MCA</sub>	95 knots	109 mph
Minimum control speed OEI, (ground)	for flaps 18°	V <sub>MCG</sub>	76 knots	87 mph
	for flaps 0°	V <sub>MCG</sub>	89 knots	102 mph

**Center of Gravity (C.G.) Range**

All C.G.'s are with landing gear extended.

Mean Aerodynamic Chord (MAC)		75.50 inches		
		MAC leading edge located at station 86.26		
Forward	C.G. at	9,920 lbs	19 percent of MAC	Station 100.59
Forward	C.G. at	14,550 lbs	26 percent of MAC	Station 105.91
Aft	C.G. at	14,550 lbs	30 percent of MAC	Station 108.90

**Notes:** Forward C.G. ranges linearly between 11,020 and 14,550 lbs. For weights below 11,020 the forward C.G. is constant at 19 percent MAC.  
Effect of landing gear retraction is 0.217 percent MAC forward.  
See Note 1 for additional information on weight and balance.

**Empty Weight** None  
**C.G. Range**

**Datum** Reference point No. 2 marked on fuselage, located 107.48 in. behind the fuselage nose.  
Station locations are numbered aft positive and forward negative.

**Leveling Means** With empty aircraft on jacks in basic configuration with extended landing gear:  
Lateral direction Set by means of leveling points No. 19 on the left and right wing with a maximum difference of 0.039 inch (1 mm).  
Longitudinal direction Set by means of leveling points No. 1 and 7 on the fuselage with a maximum difference of 0.039 inch (1 mm).

<b><u>Maximum Weight</u></b>	Maximum ramp weight	14,594 lbs
	Maximum takeoff weight	14,550 lbs
	Maximum landing weight	14,109 lbs
	Maximum zero fuel weight	13,007 lbs

**Note:** All maximum weights listed above include the following fluids: unusable fuel, engine oil, hydraulic fluid, and water for injection (see Note 1 for fluid weights).

**Minimum Crew** 2 pilots. Pilot-in-Command is on the left viewed looking forwards except for training and checking

<b><u>Number of Seats.</u></b>	Seat Moment Arm	Passenger Version		Cargo Version
		19 seats	17 seats	3 seats
Station	48.62	3	3	-
Station	78.54	3	3	-
Station	108.46	3	3	-
Station	138.39	3	3	-
Station	168.31	3	3	-
Station	198.23	2	2	1
Station	228.15	2	-	2

**Maximum Baggage** All versions (front) 234 lbs at station -52.48.  
 Maximum baggage floor loading density 81.9 lb/ft<sup>2</sup>  
 Maximum passenger floor loading density 81.9 lb/ft<sup>2</sup>

19 passenger version (rear) 331 lbs at station 261.81.

17 passenger version with small baggage compartment and toilet (rear) 331 lbs at station 237.60.

17 passenger version with large baggage compartment and toilet (rear) 331 lbs at station 261.81.

17 passenger version with large baggage compartment without toilet (rear) 500 lbs at station 249.61.

Cargo version (rear) 331 lbs at station 261.81.  
 2,204 lbs total cargo located at 1,102 lbs at station 138.39.  
 1,102 lbs at station 78.74.

**Fuel Capacity** Wing tanks 2,204 lbs at station 123.39.  
 20 lbs unusable fuel.  
 Optional wing tip tanks 692 lbs at station 122.20  
 8 lbs unusable fuel.

<b><u>Oil Capacity</u></b>	Oil tank capacity per engine	maximum	1.85 gallons at station 72.56.
		minimum	1.45 gallons at station 72.56.
<b><u>Maximum Operation Altitude</u></b>	Pressure altitude for Normal operations		20,000 ft (14,000 ft. for S/N 922729A see Note 4)
	Pressure altitude for takeoff and landing		13,120 ft

**Control Surface Movements**

Unless otherwise specified, the angle of deflection is between the control surface chord and the [wing, stabilizer, fin] chord. Reference (0°) is the neutral position.

Aileron			Up	27°	+ 1°	- 1°
			Down	14°	+ 1°	- 1°
Left aileron trim tab			Up	20°	+ 2°	- 2°
			Down	20°	+ 2°	- 2°
Wing Flaps	outer sections	Takeoff	Down	18°	+ 1°	- 1°
		Landing	Down	42°	+ 1°	- 1°
	inner sections	Landing	Down	52°	+ 1.5°	- 0°
Ground spoilers			Up	72.5°	+ 2°	- 2°
Automatic Bank Control Tab			Up	55°	+ 2°	- 2°
Elevator			Up	30°	+ 1°	- 1°
			Down	14°	+ 1°	- 1°
Elevator trim tab			Up	10°	+ 1°	- 1°
			Down	16°	+ 1°	- 1°
Rudder (measured parallel to 0.0 W.L.)			Left	17°	+ 0°	- 0.5°
			Right	17°	+ 0°	- 0.5°
Rudder trim tab (measured parallel to 0.0 W.L.)			Left	10°	+ 0°	- 1°
			Right	10°	+ 0°	- 1.5°
Nose Wheel Steering	Manual		Left	50°	approx.	
			Right	50°	approx.	
	Pedal (Takeoff, Landing)		Left	4.5°	+ 1.5°	- 0°
			Right	4.5°	+ 1.5°	- 0°

**Manufacturer's Serial Numbers** 92-27-29A and subsequent.

When eligible, each airplane must have unique manufacturer's serial number in the format: **YY-BB-NNA**; where "YY" is the year of manufacture, "BB" is the batch number, "NN" is the aircraft number (in the batch), immediately followed by the letter A.

**Certification Basis** The regulations (unless otherwise stated) are Title 14 of the Code of Federal Regulations (14 CFR):

- 1) Date of original application for U.S. Type Certificate, March 11, 1991
- 2) 14 CFR 21.29, 21.183(c), and 21.50(b) effective February 1, 1965, including Amendments 21-1 through 21-70 effective December 31, 1992.
- 3) 14 CFR part 23 effective February 1, 1965, including amendments 23-1 through 23-41 effective November 26, 1990.
- 4) 14 CFR part 36 effective November 18, 1969, including Amendments 36-1 through Amendment 36-20.

- 5) 14 CFR part 34 effective September 10, 1990
- 6) Czech Republic Civil Aviation Authority (CAA) issued Czech Republic Type Certificate No 98-01, dated March 11, 1998.
- 7) Exemptions: None
- 8) Equivalent Level of Safety: None
- 9) The airplane is approved for ditching.
- 10) The airplane is approved for flight in the full range of icing conditions according to 14 CFR part 25, Appendix C.

The Civil Aviation Authority of the Czech Republic (CAA-CZ) originally type certificated this aircraft under its type certificate Number 71-04. The FAA validated this product under U.S. Type Certificate Number A42CE. The European Aviation Safety Agency (EASA) issued their type certificate on August 19, 2005 and began oversight of this product on behalf of the Czech Republic. The EASA TCDS number is EASA.A.026.

### Equipment

The basic required equipment as prescribed in the applicable airworthiness regulations (see Certification Basis) must be installed in the aircraft for airworthiness certification, (FAA Master Minimum Equipment List, LET-420, Revision Original or later approved revision). In addition, the following items of equipment are required:

Czech CAA approved Airplane Flight Manual Do-L410-1311.2 dated March 11, 1998 or later approved revisions.

## **II. Models L 410 UVP-E20 and L 410 UVP-E20 CARGO (Commuter Category) approved June 30, 2015.**

### Engines

GE Aviation Czech s.r.o.

GE

Type Certificate

Quantity

H80-200

E00048EN

Two (2)

### Fuel

T-1	according to	ST SEV 5024-85	or	GOST 10227-86		
TS-1	according to	ST SEV 5024-85	or	GOST 10227-86	or	CSN 656 520
RT	according to	ST SEV 5024-85	or	GOST 10227-86	or	CSN 656 520
PL-6	according to	PND 25005-76				
PL-7	according to	PND 25005-92				
JET-A	according to	ASTM-D1655-89				
JET A-1	according to	ASTM-D1655-89	or	DERD 2494		
PSM 2	according to	PN-86/C-96026				

### Engine Limits

	Maximum power	Maximum gas generator speed	Maximum propeller speed	Maximum ITT
	(kW)	(%)	(rpm)	°C
Maximum continuous power rating	522	98.4	1,700-2,080	720
Take-off power rating	597	101.5	2,080	780
Continuous OEI power rating	597	101.5	2,080	780

### Propeller and Propeller Limits

Propeller Avia Propeller, s.r.o.

Five blade

Type Certificate

Quantity

AV-725-1

P34BO

Two (2)

	Pitch setting measured at 68.82 inch diameter	Feather	+79.7°
		Minimum	+13.5°
		High	+79.7°
		Reverse	- 25.4°
	Diameter:	Maximum	90.63 inches
		Minimum	90.47 inches
		No further reduction permitted below minimum diameter.	
Pitch-Control	Speed	Maximum	2,080 RPM
	Power	Maximum	635 kW
	Hydraulic Regulator		P-W22-1
De-ice	Electro-Hydraulic Actuator		LUN 7880.01-8
	Auxiliary Pump		AFP-28-3
	Timing Relay		LUN 2601A-8
	Timer		LUN 3193.1-8
Rotation	Brush Block Assembly		P/N 300-399
	Clockwise viewed from slip stream		

**Note:** Certified propeller assembly number is AV-725-1-E-C-F-R(W)/CFR230-433 and includes all listed components.

### Airspeed Limits

All speeds are indicated airspeeds.

Maximum operating limit speed	$V_{MO}$	182 KIAS	337 km/hr IAS
Operating maneuvering speed	$V_O$	147 KIAS	273 km/hr IAS
Design speed for maximum gust intensity	$V_B$	147 KIAS	273 km/hr IAS
Maximum landing gear operated speed	$V_{LO}$	140 KIAS	260 km/hr IAS
Maximum landing gear extended speed	$V_{LE}$	140 KIAS	260 km/hr IAS
Maximum flaps extended speed	for flaps 18°	$V_{FE}$	135 KIAS
	for flaps 42°	$V_{FE}$	116 KIAS
Maximum flaps operated speed	for flaps 18°	$V_{FO}$	135 KIAS
	for flaps 42°	$V_{FO}$	111 KIAS
Minimum control speed	for take-off run (the same for flaps 0° and 18°)	$V_{MCG}$	66 KIAS
	for take-off, flaps 18°	$V_{MCA}$	77 KIAS
	for take-off, flaps 0°	$V_{MCA}$	89 KIAS
	for landing	$V_{MCL}$	74 KIAS

### Center of Gravity (C.G.) Range

All C.G.'s are with landing gear extended.

Mean Aerodynamic Chord (MAC)		75.50 inches	
		MAC leading edge located at station 86.26	
Forward	C.G. at	9,920 lbs	19 percent of MAC
			Station 100.59

Forward	C.G. at	14,550 lbs	26 percent of MAC	Station 105.91
Aft	C.G. at	14,550 lbs	30 percent of MAC	Station 108.90

**Notes:** Forward C.G. ranges linearly between 11,020 and 14,550 lbs. For weights below 11,020 the forward C.G. is constant at 19 percent MAC.  
Effect of landing gear retraction is 0.217 percent MAC forward.  
See Note 1 for additional information on weight and balance.

**Empty Weight** None  
**C.G. Range**

**Datum** Reference point No. 2 marked on fuselage, located 107.48 in. behind the fuselage nose. Station locations are numbered aft positive and forward negative.

**Leveling Means** With empty aircraft on jacks in basic configuration with extended landing gear:  
Lateral direction Set by means of leveling points No. 19 on the left and right wing with a maximum difference of 0.039 inch (1 mm).  
Longitudinal direction Set by means of leveling points No. 1 and 7 on the fuselage with a maximum difference of 0.039 inch (1 mm).

<b><u>Maximum Weight</u></b>	Maximum ramp weight	14,594 lbs	6,620 kg
	Maximum takeoff weight	14,550 lbs	6,600 kg
	Maximum landing weight	14,109 lbs	6,400 kg
	Maximum zero fuel weight		
	without WTT	13,227 lbs	6,000 kg
with WTT	13,360 lbs	6,060 kg	

**Note:** All maximum weights listed above include the following fluids: unusable fuel, engine oil, hydraulic fluid, and water for injection (see Note 1 for fluid weights).

**Minimum Crew** 2 pilots. Pilot-in-Command is on the left viewed looking forwards except for training and checking

**Number of Seats.** L 410 UVP-E20

	Seat Moment Arm	19 seats
Station	48.62	3
Station	78.54	3
Station	108.46	3
Station	138.39	3
Station	168.31	3
Station	198.23	2
Station	228.15	2

**Maximum Baggage** L 410 UVP-E20 and  
L 410 UVP-E20 CARGO (front) 234 lbs at station -52.48.  
Maximum baggage floor loading density 81.9 lb/ft<sup>2</sup>  
Maximum passenger floor loading density 81.9 lb/ft<sup>2</sup>

L 410 UVP-E20 (rear) 331 lbs at station 261.81.

L 410 UVP-E20 CARGO (rear) 331 lbs at station 261.81.



	3,747 lbs total cargo located at	2,094 lbs at station 92.17. 1,653 lbs at station 182.00.
<b><u>Fuel Capacity</u></b>	Wing tanks	2,204 lbs at station 123.39. 20 lbs unusable fuel.
	Optional wing tip tanks	692 lbs at station 122.20 8 lbs unusable fuel.
<b><u>Oil Capacity</u></b>	Oil tank capacity per engine	maximum 1.85 gallons at station 72.56. minimum 1.45 gallons at station 72.56.
<b><u>Maximum Operation Altitude</u></b>	Pressure altitude for Normal operations	14,000 ft
	Pressure altitude for takeoff and landing	13,120 ft

### **Control Surface Movements**

Unless otherwise specified, the angle of deflection is between the control surface chord and the [wing, stabilizer, fin] chord. Reference (0°) is the neutral position.

Aileron		Up	27°	+ 1°	- 1°
		Down	14°	+ 1°	- 1°
Left aileron trim tab		Up	20°	+ 2°	- 2°
		Down	20°	+ 2°	- 2°
Wing Flaps	Takeoff	Down	18°	+ 1°	- 1°
	Landing	Down	42°	+ 1°	- 1°
Ground spoilers		Up	72.5°	+ 2°	- 2°
Automatic Bank Control Tab		Up	55°	+ 2°	- 2°
Elevator		Up	30°	+ 1°	- 1°
		Down	14°	+ 1°	- 0°
Elevator trim tab		Up	10°	+ 1°	- 1°
		Down	16°	+ 1°	- 1°
Rudder (measured parallel to 0.0 W.L.)		Left	17°	+ 0°	- 0.5°
		Right	17°	+ 0°	- 0.5°
Rudder trim tab (measured parallel to 0.0 W.L.)		Left	10°	+ 0°	- 1°
		Right	10°	+ 0°	- 1.5°
Nose Wheel Steering	Manual	Left	50°	approx.	
		Right	50°	approx.	
Pedal (Takeoff, Landing)		Left	4.5°	+ 1.5°	- 0°
		Right	4.5°	+ 1.5°	- 0°

### **Manufacturer's Serial Numbers**

When eligible, each airplane must have unique manufacturer's serial number in the format: **BB-NNF**, where **BB** is the batch number, **NN** is the aircraft number in the batch, immediately followed by the letter **F**. (Note 7)

### **Certification Basis** (Note 8)

The regulations (unless otherwise stated) are Title 14 of the Code of Federal Regulations (14 CFR):

- 1) 14 CFR part 21 section 21.20 (a) and (b), including amendments 21-1 through 21-92, effective April 16, 2011

14 CFR Part 21.21(b), including amendments 21-1 through 21-92, effective April 16, 2011.

- 2) The regulations (unless otherwise stated) are Title 14 of the Code of Federal Regulations (14CFR):

14 CFR Part 23 dated February 1, 1965, as amended through Amendment 23-41 effective November 26, 1990 with the exception of:

14 CFR Part 23 Sections 23.831, 23.939 which are at Amendment 42;

14 CFR Part 23 Sections 23.961, 23.1011, 23.1322, 23.1331, 23.1357 which are at Amendment 43;

14 CFR Part 23 Sections 23.23, 23.181, 23.305, 23.361, 23.613, 23.655, 23.851, 23.1525, 23.1527, 23.1549 which are at Amendment 45;

14 CFR Part 23 Sections 23.803, 23.807, 23.813 are at Amendment 46;

14 CFR Part 23 Sections 23.301, 23.337, 23.341, 23.371, 23.393, 23.415, 23.561, 23.607, 23.611, 23.657, 23.865 which are at Amendment 48;

14 CFR Part 23 Sections 23.785, 23.787, 23.855, 23.1303, 23.1307, 23.1309, 23.1311, 23.1321, 23.1323, 23.1329, 23.1351, 23.1359, 23.1361, 23.1365, 23.1431, 23.1457, 23.1459 which are at Amendment 49;

14 CFR Part 23 Sections 23.3, 23.25, 23.51, 23.55, 23.57, 23.59, 23.67, 23.77, 23.145, 23.147, 23.149, 23.177, 23.201, 23.203, 23.1325, 23.1521, 23.1543, 23.1545, 23.1563, 23.1581, 23.1583, 23.1585, 23.1587, 23.1589 which are at Amendment 50;

14 CFR Part 23 Sections 23.925, 23.929, 23.933, 23.937, 23.955, 23.1041, 23.1043, 23.1045 which are at Amendment 51;

14 CFR Part 23 Sections 23.1305 which is at Amendment 52;

14 CFR Part 23 Sections 23.901 which is at Amendment 53;

14 CFR Part 23 Sections 23.903 which is at Amendment 54;

14 CFR Part 23 Sections 23.1308 which is at Amendment 57;

14 CFR Part 23 Sections 23.905, 23.907 which are at Amendment 59,

The L 410 UVP-E20 CARGO model is identical to the L 410 UVP-E20 with the addition of the following regulation at a higher amendment level:

14 CFR Part 23 Section 23.1557 which are at Amendment 45;

- 3) 14 CFR Part 36 dated December 1, 1969, as amended through amendment in effect on the date of issuance of the U.S. type certificate (currently Amendment 36-30 effective May 5, 2014).

- 4) 14 CFR Part 34 dated September 10, 1990, as amended through Amendment 34-5A effective October 23, 2014.

- 5) Exemptions: None

- 6) Equivalent Level of Safety per 21.21(b)(1):  
a) ELOS ACE-14-13 dated Dec. 04, 2014, Cockpit Controls, 14 CFR 23.777(d) at Amendment 23-33.

b) ELOS ACE-14-14 dated Nov. 25, 2014, Airspeed Indication, 14 CFR 23.1545 (b)(4), (b)(5) and (d) at amendment 23-50.

- 7) The airplane is approved for ditching.
- 8) The airplane is approved for flight in the full range of icing conditions according to 14 CFR part 25, Appendix C.
- 9) European Aviation Safety Agency (EASA) issued Type Certificate No. EASA.A.026, dated March 28, 2007.

Date of Application for U.S. Amended Type Certificate for L 410 UVP-E20 and L 410 UVP-E20 CARGO – November 25, 2013

The Civil Aviation Authority of the Czech Republic (CAA-CZ) originally type certificated this aircraft under its type certificate Number 71-04. The European Aviation Safety Agency (EASA) issued their type certificate for these models on February 4, 2005 and began oversight of this product on behalf of the Czech Republic. The EASA TCDS number is EASA.A.026.

**Equipment**  
(Note 9)

The basic required equipment as prescribed in the applicable airworthiness regulations (see Certification Basis) must be installed in the aircraft for airworthiness certification, (FAA Master Minimum Equipment List, Aircraft Industries L 410/L-420, Revision 2 or later approved revision). In addition, the following items of equipment are required:

Airplane Flight Manual, Do-L410-1218.2-FAA, dated December 12, 2014, Initial Release or later approved revisions.,  
Supplement to the AFM No. 94, L 410 UVP-E20 CARGO, December 6, 2006, Initial Release or later approved revisions.

**DATA PERTINENT TO ALL MODELS – L-420, L 410 UVP-E20 and L 410 UVP-E20 CARGO**

**Validation Basis**

Type Certificate for the L 420 was issued pursuant to FAR 21.29(a) in validation of a Civil Aviation Authority of the Czech Republic (CAA-CZ) certification of compliance with the above mentioned Certification Basis. The L 410 UVP-E20 and L 410 UVP-E20 CARGO models were issued pursuant to FAR 21.29(a) in validation of a European Aviation Safety Agency (EASA) certification of compliance with the above mentioned Certification Basis.

**Import Requirements**  
(Note 7)

The FAA can issue a U.S. airworthiness certificate based on an NAA Export Certificate of Airworthiness (Export C of A) signed by a representative of the Civil Aviation Authority of the Czech Republic (CAA-CZ) on behalf of the European Community. The Export C of A should contain the following statement: ‘The aircraft covered by this certificate has been examined, tested, and found to comply with U.S. airworthiness regulations 14 CFR Federal Aviation Regulations Part 23, U.S. Type Certificate No. A42CE and to be in a condition for safe operation.’

For eligible aircraft with previous time in service, the airframe, engine, and propeller total times and times since overhaul, where appropriate, must be furnished. In addition, the status of all life-limited components must also be furnished.

Instructions for Continued Airworthiness complying with 14 CFR 23.1529, must be furnished before delivery of the first airplane or issuance of a U.S. standard certificate of airworthiness, whichever occurs later.

**Service Information**

Each of the documents listed below must state that it is approved by the European Aviation Safety Agency (EASA) or – for approvals made before May 17, 2006 – by the Civil Aviation Authority of the Czech Republic (CAA-CZ).

- Service bulletins,
- Structural repair manuals,
- Vendor manuals,
- Aircraft flight manuals, and
- Overhaul and maintenance manuals.

The FAA accepts such documents and considers them FAA-approved for type design data only unless one of the following conditions exists:

- The documents change the limitations, performance, or procedures of the FAA approved manuals; or
- The documents make an acoustical or emissions changes to this product's U.S. type certificate as defined in 14 CFR § 21.93.

The FAA uses the post type validation procedures to approve these documents. The FAA may delegate on case-by-case to EASA to approve on behalf of the FAA for the U.S. type certificate. If this is the case it will be noted on the document.

**Each LET Model L-420 series airplane is provided with the following documents:**

Airplane Flight Manual Do-L410-1311.2 dated March 11, 1998 or later approved revisions.

Maintenance Manual, Do-L410-1233.2, Revision No. 3 dated June 29, 2007 or later approved revisions.

Maintenance Schedule, Do-L420-1224.2, dated August 17, 2012 or later approved revisions.

**Each LET Model L 410 UVP-E20 and L 410 UVP-E20 CARGO airplane is provided with the following documents: (Note 6) and (Note 9)**

Airplane Flight Manual, Do-L410-1218.2-FAA, dated December 12, 2014, Initial Release or later approved revisions.

Supplement to the AFM No. 94, L 410 UVP-E20 CARGO, December 6, 2006, Initial Release or later approved revisions.

**Instruction for Continued Airworthiness (ICAs) include:**

Maintenance Schedule for the L 410 UVP-E20 Airplane, Do-L410-1223.2-FAA, IR, December 12, 2014 or later approved revisions. (Note 3)

Maintenance Manual for the L410 UVP-E, -E9, -E20 Aeroplane, Do-L410-1232.2, April 15, 2015, Revision 30 or later approved revisions.

AMM Supplement No. 124: L 410 UVP-E20 CARGO, Do-L410-1232.2, August 12, 2013, Revision 1 or later approved revisions.

AMM Supplement No. 270: FAA VALIDATED L 410 UVP-E20 MODEL WITH GE H80-200 ENGINES AND AV-725 PROPELLERS, Do-L410-1232.2, IR, June 20, 2014 or later approved revisions.

**Notes**

Note 1 Current weight and balance report including list of equipment in certificated empty weight, and loading instructions, when necessary, must be provided for each aircraft at the time of original certification  
The certificated empty weight and corresponding center of gravity positions include the weight of unusable fuel, engine oil, hydraulic fluid in tanks and in the systems as noted below:

Unusable fuel	20 lbs
if wing tip tanks installed	+ 8 lbs
Oil	47.6 lbs
Hydraulic fluid	39.4 lbs

Water for Water Injection Tank (not included in empty weight), maximum	Station 101.1	49.6 lbs
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Note 2 Airplane operation must be in accordance with the EASA approved Airplane Flight Manual listed above. All placards listed in Section 2 must be displayed in clear view of the pilot.

Note 3 Airworthiness Limitations are specified in the Section 2 LIMITATIONS chapter of the Flight Manual and Chapter 2 of the Maintenance Schedule (**Do-L410-1223.2-FAA** for the L 410 and **Do-L420-1224.2** for the L-420) that are part of the Instructions for Continued Airworthiness and are approved by EASA and the FAA. These LIMITATIONS specify mandatory replacement times, and operating limitations, and may not be changed without FAA approval.

Revisions to the Airworthiness Limitations must be approved by the FAA. The inspections, maintenance, repair and painting must be accomplished according to the Maintenance Manual or other procedures acceptable to the FAA.

Note 4 The Czech CAA issued AD No. CAA-AD-T-037/2001R2, dated October 20, 2004, which included Model L-420 with serial number S/N 922729A that has not had mandatory Service Bulletin No. L-420/009a accomplished. Per the CAA issued AD, the following must be accomplished, before further flight, limit the maximum flight level from 20000 ft. to 14000 ft. Operators affected by this CAA AD should insert this AD into Aircraft flight Manual Section 2 page 2-4. Values of flight levels and Maximum Operating Limit Speeds mentioned in placard located near air speed indicator (in range from 14000 ft to 20000 ft) should be sealed up by foil with red color notice "DO NOT USE". Modify by installing a placard in clear view to both pilots stating: "MAXIMUM FLIGHT LEVEL 14000 ft". Reason for CAA AD: Incorrect indication of Maximum Operating Limit Speed Vmo in flight levels from 14000 to 20000 ft.

Note 5 The following kits installation on the L 410 UVP-E20 model only and not the L 410 UVP-E20 CARGO model is approved:

Note 5 (cont.)	<p>1.Cargo kit determined for transport of 1700 kg of payload (TCDS EASA.A.026 Section EIII. 20) - EASA approved changes at amendment 23-55.</p> <p>2.Ambulance kit determined for transport of 9 lying patients (TCDS EASA.A.026 Section EIII. 2) – EASA approved changes at amendment 23-50.</p> <p>3.Sport parachuting kit (TCDS EASA.A.026 Section EIII. 2.) - EASA approved changes at amendment 23-50.</p> <p>4.Passenger to cargo quick change configuration with foldable seats – EASA approved this change at amendment 23-50.</p>
Note 6	<p>All above stated kits can be easily installed into each serial airplane after removal of standard passenger seats provided that provision for kits installation are incorporated into the aircraft during manufacturing process.</p> <p>Additional service documents delivered with the L-420 and L 410 UVP-E20 and L 410 UVP-E20 CARGO airplanes are shown on the EASA TCDS Number EASA.A.026 Issue 18 dated May 13, 2015 or later issues.</p>
Note 7	<p>Only Models L 410 UVP-E20 and L 410 UVP-E20 CARGO with the “<b>F</b>” included in the S/N <b>BB-NNF</b> are eligible for FAA standard airworthiness certificate. The L 410 UVP-E20 and L 410 UVP-E20 CARGO models with this S/N show that they have the required FAA modifications incorporated during the FAA validation project AT00682CE-A. These modifications are identified with AI top level drawing <b>B 500 385 N</b> for the L 410 UVP-E20 model, <b>B 500 386 N</b> for the L 410 UVP-E20 CARGO model and are incorporated during the production of the airplanes. AI will develop a Service Bulletin No. <b>L 410 UVP-E / 413b</b> for conversion of the existing EASA model versions of the L 410 UVP-E20 and L 410 UVP-E20 CARGO that only AI can accomplish at their factory. No FAA Supplemental Type Certificates (STC) are allowed to make this conversion. Additionally no other L 410 or L 420 models without the above mentioned S/N identifier “<b>F</b>” are eligible for an FAA standard airworthiness certificate if they are converted to the L 410 UVP-E20 and L 410 UVP-E20 CARGO models.</p>
Note 8	<p>TDC-186-E20-420 Design change Replacement of mechanical STBY instruments by ESI-2000 with MAG-3100 Magnetometers and replacement of dual GNS 430W by one GTN 750 and one GTN 650 was FAA validated on September 2, 2015. The certification basis for this change that was above the L 410 UVP-E20 base model certification basis:</p> <ul style="list-style-type: none"> <li>14 CFR Part 23 Sections 23.773 at Amendment 45;</li> <li>14 CFR Part 23 Sections 23.1555 at Amendment 50;</li> <li>14 CFR Part 23 Sections 23.1306 at Amendment 61;</li> <li>14 CFR Part 23 Sections 23.777, 23.1301, 23.1303, 23.1309, 23.1310, 23.1311, 23.1323, 23.1431 at Amendment 62;</li> </ul>
Note 9	<p>Airplanes with type design change TDC-186-E20-420 (Note 8 above) must have the following additional documents:</p> <p>Supplement to the AFM No. 187, GARMIN GTN 650/750, dated March 23, 2015 or later approved revisions and Supplement to the AFM No. 188, ELECTRONIC STANDBY INDICATOR ESI-2000, Revision 1 dated August 27, 2015 or later approved revisions.</p> <p><u>ICAs:</u></p>

Note 9 (cont)

L 410 UVP-E, E9,E20 Maintenance Manual Supplement No. 281, Rev. 1, Dated August 03, 2015 or later approved revision and Appendix No. 70 of Maintenance Schedule (Do-L410-1223.2) for the ESI-2000 dated November 12, 2014 or later approved revision and Appendix No. 71 of Maintenance Schedule (Do-L410-1223.2) for the Garmin GTN 750 and GTN 650 Installation dated November 12, 2014 or later approved revision.

**- END -**