

# **AEROPRAKT SERVICE BULLETIN**

**No. SB A22LS-12**

## **AMMENDMENT TO PILOT OPERATING HANDBOOK OF A-22LS AIRPLANES**

### **Repeating symbols:**

Please, pay attention to the following symbols throughout this document marking important information.

- ▲ **WARNING:** Identifies an instruction, which if not followed may cause serious injury or even death.
- **CAUTION:** Denotes an instruction, which if not followed, may cause severe damage.
- ◆ **NOTE:** Information useful for better handling.

**Release date: 30.11.2015**

**Effective date: 30.11.2015**

**Completion date:**

**Superseded notice: none**

**Model: A-22LS**

**Serial number(s) affected: 155 through to 250**

**1) Planning information****1.1) Aircraft affected**

Aeroprakt-22LS airplanes S/N 155-157, 160-162, 164-168, 171-176, 178-182, 185-188, 190-193, 195, 196, 198-204, 206, 208-212, 214-223, 225-251.

**1.2) Reason**

Introduction of changes in the definitions and requirements to airspeed indicator markings in the ASTM standard “Standard Specification for Pilot’s Operating Handbook (POH) for Light Sport Airplane”, starting from edition F2746-12. (Instead of maximum maneuvering speed  $V_A$  operating maneuvering speed  $V_O$  is used to limit the green/yellow arcs of the airspeed indicator marking).

**1.3) Subject**

Ensuring compliance of the Pilot Operating Handbook of the aircraft with the above listed serial numbers with the ASTM standard “Standard Specification for Pilot’s Operating Handbook (POH) for Light Sport Airplane”, editions from F2746-12 through to F2746-14, regarding airspeed limitations and respective airspeed indicator marking.

**1.4) Compliance**

Necessary changes were added into the POH of Aeroprakt-22LS airplanes starting from S/N 252.

**1.5) Approval**

The technical content of this Information Bulletin has been approved by Aeroprakt.

**1.6) Manpower**

Estimated man-hours: 20-40 minutes.

**1.7) Mass data**

Mass change – none.

**1.8) Revision of other documents**

None

**1.9) Spare parts**

None

**2) Spare parts information**

None

### 3) Accomplishment / Instructions

3.1) In the Pilot Operating Handbooks A22LS-POH-03 and A22LS-POH-05 of A22LS airplanes S/N 155-157, 160-162, 164-168, 171-176, 178-182, 185-188, 190-193, 195, 196, 198, 234, 244, 245 correct the below shown line of the table in the section **3.2 Airspeed** as follows:

Speed	CAS, kph (kts)	IAS, kph (kts)	Remarks
$V_O$ - operating <del><math>V_A</math> - max.</del> maneuvering speed	166 <del>183</del> <del>(99)</del> (89)	168 <del>187</del> <del>(101)</del> (90)	Do not make full or abrupt control movement above this speed, because under certain conditions the airplane may be overstressed by full control movement

correct accordingly the the below shown lines of the table in the section **9.1 Airspeed indicator markings** to make it look as follows:

Marking	IAS range or value, kph (kts)	Significance
Green arc	77 - 168 (38 - 90)	Normal operating range
Yellow arc	168 - 229 (90 - 124)	Maneuvers must be conducted with caution and only in smooth air

■ **Change accordingly the marking of the airspeed indicator installed on the airplane!**

3.2) In the Pilot Operating Handbooks A22LS-POH-04 of A22LS airplanes S/N 199-204, 206, 208-212, 214-223, 225-233, 235-243, 246-251 correct the shown lines of the table in the section **3.1 Airspeeds and Airspeed Indicator markings** to make them look as follows:

Marking	IAS value or range			Significance
	km/h	mph	kts	
Green arc	77-168	42-104	42-90	Normal operating range ( $V_S$ to $V_A$ )
Green arc end - Yellow arc start	168	104	90	Operating maneuvering speed ( $V_O$ ) at gross weight and minimum weight
Yellow arc	168-229	104-142	90-124	Maneuvers must be conducted with caution and only in smooth air ( $V_O$ to $V_{NE}$ )

■ **Change accordingly the marking of the airspeed indicator installed on the airplane!**