

	<h1>SERVICE BULLETIN</h1>		Aircraft type:	ALTO 912 TG ALTO NG
	No. SB-0-002-2024-EN	MANDATORY	Revision:	00

1) Planning Information

<u>Applicability:</u>	S/N: DF125, DF160, DF176, DF200, DF202, DF213
<u>Concurrent ASB/SB/SI and SL:</u>	None
<u>Reason:</u>	Yaw control path fuselage structure collision (in the case of pedals with shifted position installation)
<u>Subject:</u>	Perform manual repair according to instructions
<u>Compliance:</u>	Immediately, before next flight
<u>Approval:</u>	Inform manufacturer
<u>Labour time:</u>	0.5 hr
<u>Mass data:</u>	Change of weight: none Change of CG: none
<u>Electrical load data:</u>	None
<u>Software modifications:</u>	None
<u>References:</u>	None
<u>Other Publications affected:</u>	None
<u>Interchangeability of part:</u>	None

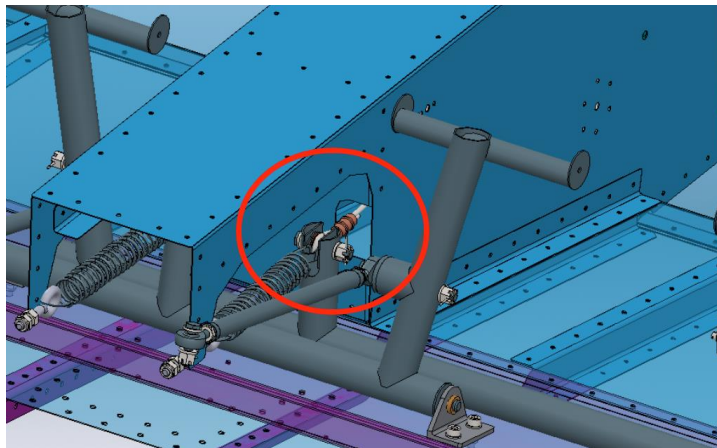
2) Material Information

<u>Material-cost and availability:</u>	None
<u>Company support information:</u>	None
<u>Material requirement per aircraft:</u>	None
<u>Material requirement per spare part:</u>	None
<u>Rework of parts:</u>	Yes
<u>Special tooling and availability:</u>	Standard sheet metal tools (metal file tools)

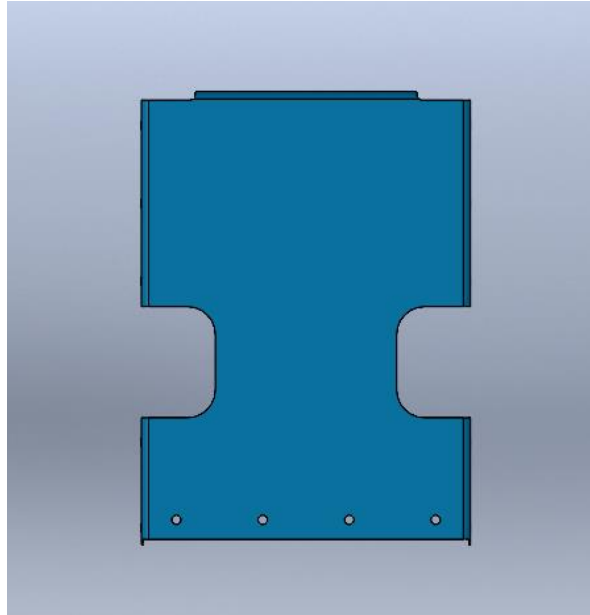
3) Accomplishment/Instructions

Instructions:

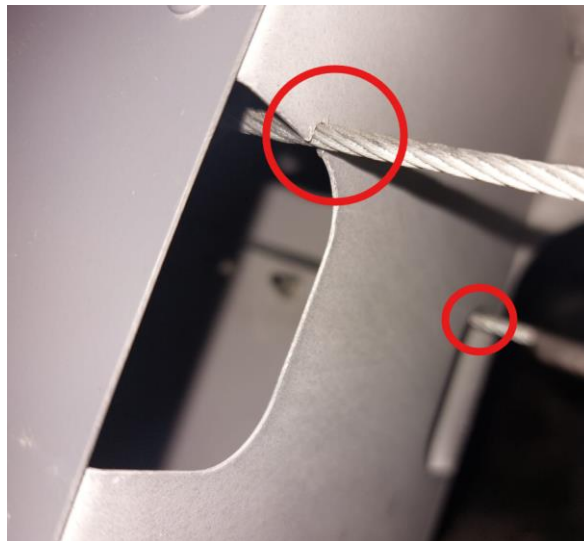
- 1) Collision takes place below and behind the instrument panel.



- 2) Frame which is affected is numbered as 2_02_11_09:

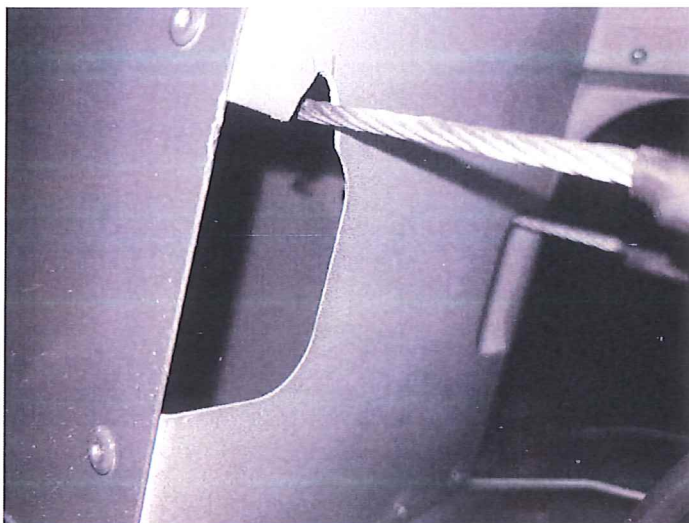


- 3) In the case of shifted pedals installation (in direction to the firewall) there is a collision between the control cables and the fuselage structure.



- 4) In such a place there is a need for the cutaway to be expanded. Also check for the condition of control cables (look for any wear and fraying). Pay attention when performing the cutaway. Make sure that your tooling will not interfere with control cables. The cutaway must be performed on both sides (left and right cable).
- 5) Enhanced hole must allow for the free movement of the cables without any further collision. Gap of 5mm between the cable and sheet metal can be considered as satisfactory.
- 6) Sharp edges must be sanded. Example of the hole enlargement:

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Summary: None

Inquiries: After performing SB, it is obligatory to send the manufacturer short report accompanied by the S/N of the affected aircraft and photos of the repair.

1) Appendix

None

Issued by: Ing. Jakub Čermák

Signature:



Approved by: Ing. Jan Šponer

Signature:

Stamp