

TEMPORARY REVISION

TR-OÄM-36-369

LARGE MAIN LANDING GEAR TIRES

This Temporary Revision TR-OÄM-36-369 is approved in conjunction with the Optional Design Change Advisory OÄM 36-369 and is valid in conjunction with the latest revision of the related Airplane Flight Manual.

The information contained herein supplements or, in the case of conflict, overrides that in the Airplane Flight Manual.

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AFFECTED CHAPTERS:**4.3 DAILY INSPECTION**

8. Inspection of right wing:

The item is added:

- | - If OÄM 36-369 is installed: check the lower wing surface for stone chips
- | damage, cracks and dents in the landing gear area.

9. Inspection of right main landing gear:

The last item is amended to read:

- | - Ensure correct inflation: 2.1 bar (30 psi)
- | If OÄM 36-369 is installed: 1.2 bar (17 psi)

12. Inspection of left main landing gear:

The last item is amended to read:

- | - Ensure correct inflation: 2.1 bar (30 psi)
- | If OÄM 36-369 is installed: 1.2 bar (17 psi)

13. Inspection of left wing:

The item is added:

- | - If OÄM 36-369 is installed: check the lower wing surface for stone chips
- | damage, cracks and dents in the landing gear area.

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5.3 ADDITIONAL INFORMATION

5.3.2 GLIDE PERFORMANCE AND FLIGHT POLAR

Glide Performance

The following is added after the existing entry 'Minimum rate of descent':

- If OÄM 36-369 is installed:
- Minimum rate of descent : 1.18 m/s (232 ft./min) at 97 km/h (52 kts. / 60 mph)

5.3.5 CLIMB PERFORMANCE

The following is added after the entry 'Max. rate of climb':

- If OÄM 36-369 is installed:
- Max. rate of climb : 5.3 m/s (1043 ft./min)

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7.5 LANDING GEAR SYSTEM

The second sentence of the first Paragraph is amended to read:

- The two 15 in (19 in if OÄM 36-369 is installed) wheels of the main undercarriage are fixed to GFRP struts with steel brackets.

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