



Scoda Aeronáutica Ltda
Estrada Municipal IPN 020 km 0,1
Ipeúna – SP, Brazil.
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www.scodaeronautica.com.br

NOTIFICATION

NT_SPLS_003
Revision 01

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Released Date: **June 07th, 2017**
Effective Date: **July 09th, 2020**

NOTIFICATION

NT_SPLS_003

NEW TIRE PRESSURES

Application of Notes, Cautions and Warnings

NOTES, CAUTIONS and **WARNINGS** are used in this document to emphasize instructions and information considered to be unusual or critical. A **NOTE, CAUTIONS** and **WARNINGS** may appear in the text either before or after the instruction(s) to which it applies, depending on the relative significance of the information. The conditions that warrant the use of **NOTES, CAUTIONS** and **WARNINGS** are defined below:

WARNING

IDENTIFIES AN INSTRUCTION, WHICH IF NOT FOLLOWED MAY CAUSE SERIOUS INJURY OR EVEN DEATH

CAUTION

Denotes an instruction which if not followed, may severely damage the aircraft or could lead to suspension of warranty

NOTE

Information useful for better handling



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1. Planning Information

NOTE

SCODA AERONAUTICA cannot accept any responsibility for the quality of work performed. Please refer to the last revision of the Advisory Circular 43.13 – 1B Acceptable Methods, Techniques, and Practices Aircraft Inspection and Repair.

1.1. Affected Aircraft

Type: Super Petrel
Model: LS
Serial Number: All
Applicable Countries: Not Limited

1.2. Reason

Advice owners and operators regarding tires care recommendations according to FAA Advisory Circular 65-15A.

1.3. Subject

The importance of proper inflation for tire lifetime as well as flight safety. Super Petrel LS new specification for nose and main landing gear tire pressures.

1.4. Compliance

Recommended

1.5. Type of Maintenance

N/A

1.6. Personnel Qualifications

N/A

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1.7. Release to Service

N/A

1.8. Weight and Balance

Not Affected

1.9. References

Pilot's Operating Handbook, Maintenance Manual and FAA Advisory Circular 65-15A

1.10. Superseded Documents

N/A

1.11. Contact Details

For further information on performing this SB, contact us to the following email address:

engineering@scodaero.com.br

1.12. Disclaimer

This Notification has been generated with utmost care. Nevertheless, errors and misunderstandings can never be fully excluded. In case of any doubts, the applicant is requested to contact Scoda Aeronáutica Ltda immediately to clarify the issue.



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2. Resources

N/A

3. Instructions

The previous recommended tire inflation pressures were:

TIRES	MINIMUM PRESSURE	MAXIMUM PRESSURE
Nose Wheel Tire	20 PSI	24 PSI
Main Wheel Tires	32 PSI	36 PSI

The new recommended tire inflation pressures are:

TIRES	MINIMUM PRESSURE	MAXIMUM PRESSURE
Nose Wheel Tire	20 PSI	28 PSI
Main Wheel Tires	32 PSI	40 PSI

NOTE

A new revision of the POH and Maintenance Manual will be issued soon with the new tire pressures

AIRCRAFT TIRE CARE RECOMMENDATIONS (Reference: FAA Advisory Circular 65-15A)

Tires are as vital to the Operation of aircraft as they are to the Operation of an automobile. During ground operation tires can be considered as ground control surfaces. Contrary to what most people think including many beginning pilots, the toughest demand on aircraft tires is rapid heat buildup during lengthy ground operation, not the impact of hard landings.

The best safeguards against heat buildup in aircraft tires are short ground rolls, slow taxi speeds, minimum braking, and proper tire inflation. Proper inflation assures the correct amount of flexing and keeps heat buildup to a minimum, increasing tire life and preventing excessive tread wear. Inflation pressure should always be maintained as specified in the aircraft maintenance manual.

Even though using a tire gage is the only accurate way to spot-check inflation, a quick visual inspection of the tread can reveal if air pressure has been consistently high or low. Excessive wear in the shoulder area of the tire is an indication of under inflation. Excessive wear in the center of the tire suggests over inflation.

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Tire pressures should be checked with an accurate gage at least once a week or oftener, and it is recommended that they be checked before each flight. Otherwise, if a slow leak should develop, it could cause severe loss of air within two or three days, with resulting damage to the tire and tube. Air pressures should be only checked when tires are cool. Wait at least two hours after a flight before checking pressures (three hours in hot weather).

SUMMARIZING THE PROPER INFLATION PRESSURE IS ONE OF THE MOST IMPORTANT MAINTENANCE PROCEDURES TO ACHIEVE LONG TIRE LIFE:

- Inflation pressure practices is essential for balanced wear and durability.
- Perform weekly inflation checks with a calibrated pressure gauge.
- Inflation pressures can be obtained from the POH and Maintenance Manual of the Super Petrel LS.
- Underinflation can:
 - Reduce casing life
 - Cause fast wear
 - Cause irregular wear
 - Reduce fuel economy
 - Cause sudden tire destruction
- Over inflation can:
 - Decrease resistance to punctures and impacts
 - Reduce tire footprint size
 - Cause irregular shoulder wear
 - Cause improper handling
 - Cause ride and handling disturbances
 - Cause reduced traction