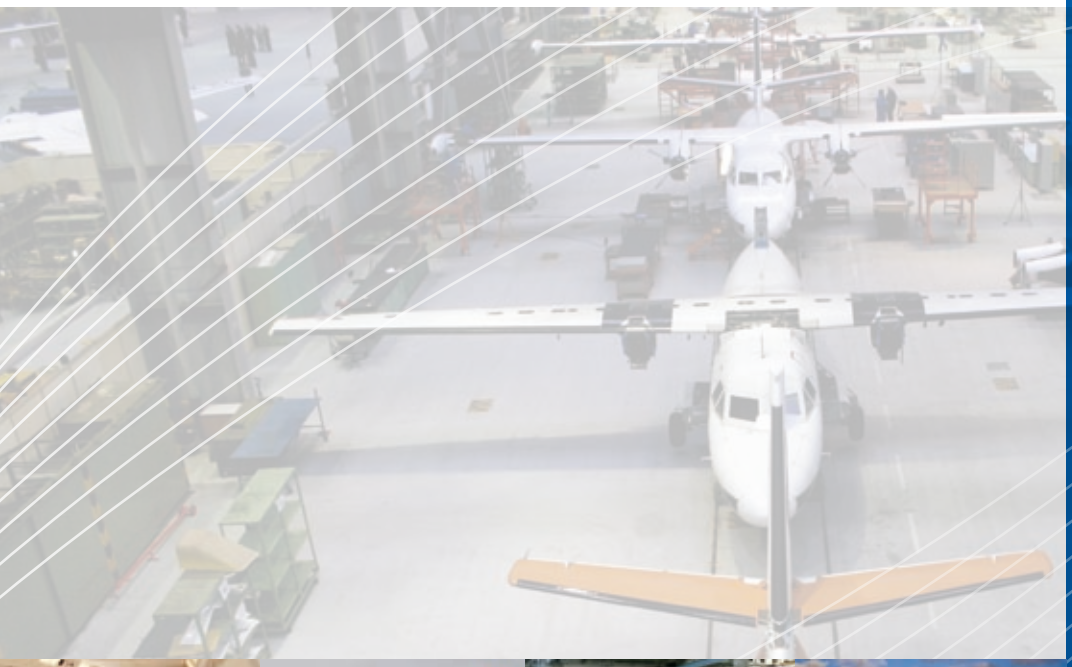
Company Profile



LET

Aircraft Industries

Our vision

- WE STRIVE TO DELIVER THE HIGHEST QUALITY AIRCRAFT TO OUR CUSTOMERS THUS ENABLING SAFE, RELIABLE AND TIMELY AIR TRANSPORT OF PASSENGERS AND GOODS.

- WE WORK HARD TO BUILD LONG-TERM MUTUALLY BENEFITIAL RELATIONSHIPS WITH OUR CUSTOMERS AND PARTNERS BY PROVIDING THE BEST-IN-CLASS SERVICE.

- WE ENDEAVOR TO BECOME A VALUED PARTNER TO THE TOP AEROSPACE INDUSTRY PLAYERS.

- WE UNDERTAKE TO BECOME A SOUGHT-AFTER EMPLOYER WHO ATTRACTS THE HIGHEST-CALIBRE TALENT BY PROVIDING A MOTIVATING, CHALLENGING AND DYNAMIC ENVIRONMENT TO WORK IN.


LET
L410UV

From 1936 into 21st Century

FROM 1936...

In 1936 an aircraft repair shop was established at Kunovice. After the end of the World War II all aircraft types flown in Czechoslovakia were sent there for repairs.

In the early 50s a new LET plant was built in Kunovice. A production of a Soviet design YAK 11 trainer was transferred to LET under a name C11, which was then followed by a modernized version of AERO Ae 45/145.

In 1957 LET designed its first general aviation category aircraft, the L 200 Morava. Over the following years, more than 360 units of this successful aircraft were produced. In 1961 LET went ahead with a production of another successful design, the Z 37 "Bumble Bee" crop spraying aircraft. LET produced the L 29 "Dolphin" jet trainers at that time as well.

In 1969 the famous L 410 commuter aircraft made its maiden flight. Until today, the number of L 410 aircraft produced in Kunovice climbed over an impressive 1,100 unit mark.

The L 610, 40 seat regional commuter aircraft was developed and tested during the 1990s, but the project was eventually closed.

LET also produced small aeroplanes like Zlin Z 22 Junak and gliders Z 124 Galanka, LF 109 Pionyr, Z 425 Sohaj. The most successful gliders produced in LET are the L 13 Blanik, the L 23 Super Blanik and the L 33 Solo. In total, over 2,600 Blanik gliders were produced in Kunovice.

Between 1998 and 2001 LET was broadly involved in development, production and assembly of a multi-purpose LM 200 Loadmaster aircraft.

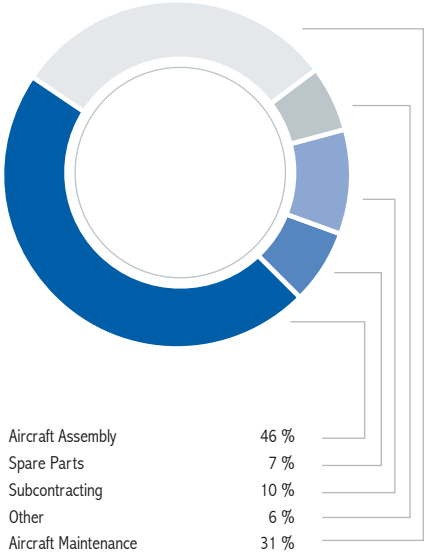
...TILL TODAY

Under our current name, LET Aircraft Industries, we focus on the production of the L 410 UVP-E20, certified by EASA, and the L 420, certified according to FAA regulations. Increasingly, LET Aircraft Industries co-operates with a number of aeronautical and non-aeronautical businesses and we are proud to deliver our quality work to some of the major players in the aerospace industry in the world.

CERTIFICATES

- Design organization approval EASA.21J.119
- Production organization approval CZ.216.0043
- Maintenance organization approval CZ.145.0038
- Maintenance training organization approval CZ.147.0010
- ISO 9001:2000
- AQAP 2110

MAIN ACTIVITIES (IN 2007)



L410, International Airport, Training Center

L 410 – THE BEST FOR SHORT-HAUL TRANSPORT

- Lowest operating & maintenance costs in it's category
- Unsurpassed durability and proven reliability in extreme conditions
- Reliable operation from short unpaved runways and in extreme weather
- Minimum runway strength 6 kg/sq cm
- Superb hot & high performance
- Excellent safety record
- Certified by EASA (L 410 UVP-E20) and FAA (L 420)
- High versatility and passenger comfort
  - –19 seat commuter
  - – Extendable cargo module
  - – Executive version
  - – Cargo version
  - – Freight version
  - – Paratroop version
  - – Ambulance
  - – Maritime, surveillance, rescue
  - – Photogrammetric

INTERNATIONAL AIRPORT (ICAO: LKKU, IATA : UHE)

- IFR, VFR operation
- 03C / 21C concrete runway 2000 x 30 m
- 03R / 21L grass runway 1690 x 60 m
- 03L / 21R grass runway 1480 x 80 m
- Elevation: 581 feet/177 metres
- Reference Temperature: 21°C
- Load capacity PCN 33/R/B/X/T
- Instrument approach procedure: 2 NDB (GPS)
- TWR/Radar frequency 120.10 MHz

TRAINING CENTER

LET Aircraft Industries operates its own school for young mechanics. A comprehensive hands-on four-year curriculum ends with a final exam plus an EASA recognized commercial licence for aircraft maintenance according to Part 66.

There are currently 115 students studying at the school and there is an increasing number of students coming from abroad.

Manufacturing

SHEET-METAL AND SECTION FORMING FROM AL-ALLOYS

- Sheet bending
- Sheet roll-bending
- Pressing of flat sheet-metal parts using rubber cushion or fluid cell press
- Forming using stretch-forming presses
- Section forming by stretching and rolling on blocks
- Production of sections from sheet-metal strips through drawing die
- Production of rotary vessels by spinning

STEEL FORMING

- Steel sheet forming on eccentric presses
- Forming on press brakes

MACHINING

- Turning
- Drilling and boring
- Grinding
- Milling
- Routing
- Material cutting
- Slotting

WELDING

- Aluminium and Al-alloy spot welding
- Aluminium and Al-alloy TIG welding
- Aluminium and Al-alloy oxy-acetylene welding
- Steel arc welding
- Steel MAG welding
- Steel spot welding
- Steel TIG welding
- Steel oxy-acetylene welding

RIVETING

- Hand riveting
- Machine riveting
- Radial riveting
- One-sided riveting

SURFACE TREATMENT

- Hard anodizing
- Colourless anodic oxidation (anodizing) of Al-alloys
- Colour anodizing
- Aluminium chromate treatment (chemical oxidation)
- Al-alloy pickling before spot welding
- Anodizing in chromic acid




HEAT TREATMENT

- Heat treatment of Al-alloys in air furnaces
- Heat treatment of steel in air chamber furnaces and electric pit furnaces

OTHER TECHNOLOGIES

- Painting and coating systems
- Adhesive bonding
- Piping production
- Hose armouring
- Rope end pressing
- Rod and pipe reduction
- Plastic and composite processing
- Production of cable bundles
- Upholstery works

PRODUCTION OF SPECIAL TOOLS AND FIXTURES

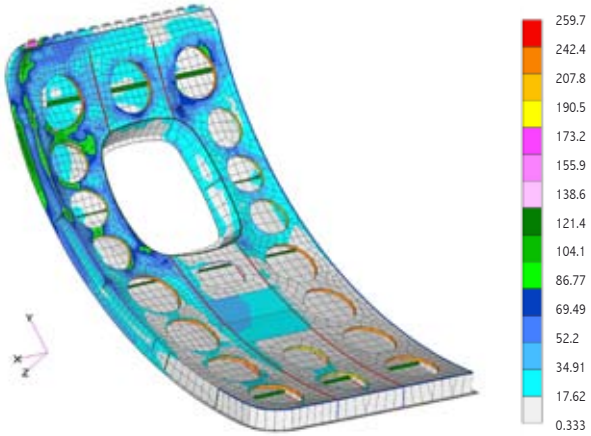
- Turning fixtures
- Forming, bonding and welding fixtures
- Fixtures for assemblies and installations

Design Organization

CAPABILITIES OF THE DESIGN ORGANIZATION

Based on the latest Design Organization Approval Certificate EASA.21J.119 issued on 20th April 2007, our DOA capabilities include:

- Preliminary aircraft design
- Aerodynamic analyses
- Loading analyses
- Aeroelasticity analyses
- Mass and centre of gravity analyses
- Static strength analyses
- Fatigue live analyses
- Design of airframe and airplane systems
- Ground testing
- Flight testing
- Route and economic analyses



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