



LUFTVÄRDIGHETSDIREKTIV (LVD)

Sektion 2. Utlandstillverkad flygmateriel

Denna LVD har utfärdats för att omfatta alla de nationella luftfartyg som inte regleras av EASA utan av det svenska regelverket BCL-M.

- TITEL:** Inspektion / byte av skydd för propellerbladsframkant
- GÄLLER:** Alla MT Fixed Pitch Propellrar och Variable Pitch Propellrar MTV-1, MTV2, MTV-3, MTV-5, MTV-6, MTV-7, MTV-9, MTV-10, MTV-11, MTV12, MTV-14, MTV-15, MTV-17, MTV-18, MTV-20, MTV-21, MTV-22 och MTV-24 i enlighet med EASA AD 2006-0345R1.
- REVISION:** -
- ÅTGÄRD:** Utför åtgärder i enlighet med EASA AD 2006-0345R1 som är tillgänglig på följande Internetadress : <http://ad.easa.europa.eu>
- TID FÖR ÅTGÄRD:** Enligt EASA AD 2006-0345R1, men med denna LVD:s beslutsdatum som utgångspunkt.
- UNDERLAG:** MT-propeller Service Bulletin No.8B daterad mars 8, 2006 Operation och Installation Manual E-112, utfärdande november 1993;
Operation och Installation Manual E-118, utfärdande Mars 1994;
Operation och Installation Manual E-124, utfärdande Mars 1994;
Operation och Installation Manual E-148, utfärdande Mars 1994;
Operation och Installation Manual E-309, utfärdande Mars 1994.
Eller senare revisioner av ovannämnda godkända dokument som ska uppfylla kravet på EASA AD 2006-0345R1 och är tillgängliga på följande Internetadress: <http://www.mt-propeller.com/>
- REFERENS:** EASA AD 2006-0345R1
- BESLUTSDATUM:** 12 februari 2010
- BESLUT:** LS 2010-636

Åtgärder enligt LVD utgör nödvändig förutsättning för ifrågavarande flygmateriels luftvärdighet. Referens BCL M 1.11.
Anteckning om åtgärd, som vidtagits i enlighet med LVD, skall införas i teknisk journal för berörd flygmateriel med hänvisning till ifrågavarande LVD-nummer. Angivet underlag refererar till senast gällande revision/utgåva.

EASA	AIRWORTHINESS DIRECTIVE
	AD No.: 2006-0345R1 Date: 15 January 2010 Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) No 216/2008 on behalf of the European Community, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.
This AD is issued in accordance with EC 1702/2003, Part 21A.3B. In accordance with EC 2042/2003 Annex I, Part M.A.301, the continuing airworthiness of an aircraft shall be ensured by accomplishing any applicable ADs. Consequently, no person may operate an aircraft to which an AD applies, except in accordance with the requirements of that AD unless otherwise specified by the Agency [EC 2042/2003 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [EC 216/2008, Article 14(4) exemption].	
Type Approval Holder's Name : MT-Propeller Entwicklung GmbH	Type/Model designation(s) : Fixed Pitch Propellers MT Variable Pitch Propellers MTV-1, MTV-2, MTV-3, MTV-5, MTV-6, MTV-7, MTV-9, MTV-10, MTV-11, MTV-12, MTV-14, MTV-15, MTV-17, MTV-18, MTV-20, MTV-21, MTV-22 and MTV-24
TCDS Number: LBA 32.130/53, 32.130/54, 32.130/55, 32.130/65, 32.130/68, 32.130/75, 32.130/77, 32.130/82, 32.130/83, 32.130/84, 32.130/86 and 32.130/103; EASA P.006, EASA P.007, EASA P.008, EASA P.013, EASA P.017, EASA P.094, EASA P.098	
Foreign AD :	None
Revision :	This AD revises EASA AD No. 2006-0345 dated 14 November 2006 which superseded LBA AD 1994-098R2.
ATA 61	Propeller – Blade Leading Edge Protection – Inspection/Replacement
Manufacturer(s):	MT-Propeller Entwicklung GmbH
Applicability:	All MT- fixed pitch propellers and MTV- variable pitch propellers MTV-1, MTV-2, MTV-3, MTV-5, MTV-6, MTV-7, MTV-9, MTV-10, MTV-11, MTV-12, MTV-14, MTV-15, MTV-17, MTV-18, MTV-20, MTV-21, MTV-22 and MTV-24 manufactured before 1995 and not overhauled since April 1994. These propellers are known to be installed on, but not limited to, the following aircraft: René Fournier RF4 Apex ATL Apex DR400 Extra EA-300 EADS Socata Rallye Piper PA-46
Reason:	Before 1995, the inspection of the propeller blade leading edges was not sufficiently detailed in the Instructions for Continuing Airworthiness. This detailed inspection is necessary to prevent the sudden loss of the blade leading edge metallic erosion sheath which could result in person injury and damage to the

	aircraft. The installation of an additional polyurethane protective strip was made mandatory by LBA AD 1994-098. EASA AD 2006-0345 superseded LBA AD 1994-098R2 to endorse the latest revision of the TC holder relevant publication. This AD revises EASA AD 2006-0345 and introduces the rights of the flight crew and the pilot-owner to accomplish the pre-flight inspections required by this AD in accordance with Part M regulation (annex I to regulation (EC) No. 2042/2003 amended by regulation (EC) No 1056/2008) and Part-145 regulation.
Effective Date:	29 January 2010
Required Action(s) and Compliance Time(s):	Required as indicated after 28 November 2006 (effective date of EASA AD 2006-0345): (1) During each pre-flight inspection and "100-hours" inspection, inspect the propeller blade leading edge metallic erosion sheath for proper bonding, in accordance with the publications in reference. Failure of the bond may be indicated by cracks or looseness of the metallic sheath. Any propeller blade with a de-bonded or loose metallic sheath must be replaced before next flight. (2) During each pre-flight inspection and "100-hours" inspection, inspect the propeller blade leading edge polyurethane (PU) protective strip, in accordance with the publications in reference. A damaged or missing PU protective strip must be replaced within 10 flight hours. Note: The repetitive pre-flight inspections of this AD may be accomplished by the flight crew or the pilot-owner in accordance with the provisions of Part M and Part-145.
Ref. Publications:	MT-propeller Service Bulletin No. 8B dated March 8, 2006. Operation and Installation Manual E-112, issue November 1993; Operation and Installation Manual E-118, issue March 1994; Operation and Installation Manual E-124, issue March 1994; Operation and Installation Manual E-148, issue March 1994; Operation and Installation Manual E-309, issue March 1994. The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.
Remarks :	1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD. 2. The EASA AD 2006-0345 was posted as PAD 06-226 for consultation until 13 September 2006. The Comment Response Document can be found at http://ad.easa.europa.eu. 3. Enquiries regarding this AD should be referred to the Airworthiness Directives, Safety Management & Research Section, Certification Directorate, EASA; E-mail ADs@easa.europa.eu. 4. For any question concerning the technical content of the requirements in this AD, please contact: MT- Propeller Entwicklung GmbH, Flugplatzstr. 1, - D-94348 Atting, Germany – Phone +49.9429.9409.0 – Fax +49.9429.8432 – www.mt-propeller.com or; MT-propeller USA, Inc., 1180 Airport Terminal Drive, DeLand, FL 32724, USA – Phone +1.386.736.7762 – Fax +1.386.736.7696