EASA	AIRWORTHINESS DIRECTIVE
	AD No.: 2006 - 0345 **Date: 14 November 2006**

No person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of that Airworthiness Directive unless otherwise agreed with the Authority of the State of Registry.

Type Approval Holder:	**Type/Model Designation(s):**
MT-Propeller Entwicklung GmbH	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, 32.130/57, 32.130/65, 32.130/68,32.130/70, 32.130/75, 32.130/77, 32.130/78, 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

Foreign AD Number: None

Supersedure: LBA AD 1994-098R2

ATA 61	**Propeller – Blade Leading Edge Protection – Inspection**
Manufacturer:	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.

	This AD supersedes LBA AD 1994-098R2 to endorse the latest revision of the TC holder relevant publication.
Effective Date:	28 November 2006
Compliance:	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.
Ref. Publications:	MT-propeller Service Bulletin No. 8B dated March 8, 2006 or later approved revisions. Operation and Installation Manual E-112, issue November 1993 or later; Operation and Installation Manual E-118, issue March 1994 or later; Operation and Installation Manual E-124, issue March 1994 or later; Operation and Installation Manual E-148, issue March 1994 or later; Operation and Installation Manual E-309, issue March 1994 or later.
Remarks:	1. If requested and appropriately substantiated the responsible EASA manager for the related product has the authority to accept Alternative Methods of Compliance (AMOCs) for this AD. 2. This AD was posted as PAD 06-226 for consultation on 13 September 2006 with a comment period until 02 October 2006. The Comment Response Document can be found at http://ad.easa.europa.eu/. 3. Enquiries regarding this AD should be addressed to Mr. M. Capaccio, AD Focal Point, Certification Directorate, EASA. E-mail: ADs@easa.europa.eu 4. For any questions 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