Subject: Time Between Overhaul of Propellers, Governors and Oil-Accumulators (TBO)

Propellers affected: All MT-Variable Pitch Propellers, Governors and Accumulators
Aircraft affected: All with these Propellers, Governors and Accumulators
Condition: For all variable pitch propellers, a time between overhaul must be established (TBO).

1. The established TBO is a result of a TBO-development-program and is expressed in flying hours and calendar months. Always the latest edition of this S.B. applies. Deviations require the approval of the manufacturer. AD’s may reduce the TBO.

2. Overhaul is necessary, whenever one of the following conditions exist:
   Time limit factor as per item No. 5 or storage per item No. 3, overspeed or overtorque according to “Standard Practices Manual” E-808 with approved engine, ground strike with broken blade tips, cracks and damages, where a repair is insufficient.

3. The TBO starts with the installation on the aircraft, but this must not be later than 24 months after new assembly or overhaul and proper storage. Otherwise the TBO begins with the date of manufacturing.

3.1 When installed in airplanes the calendar time can be extended to coincide with the next annual inspection of the aircraft if the propeller, governor and accumulator are in a proper condition and the limit of hours in service is not yet reached. Calendar Limit is not interrupted by subsequent removal and / or storage.

4. Propellers, used in unlimited competition and / or airshow - aerobatic flying (auto rotation maneuvers with high engine power and high propeller speed, for examples: flat spins, snap rolls, knife edge spins, etc.), must get a tear-down inspection every 1/3 of the TBO (hours or months).

5. Remarks to the propeller designation system:
   *= TBO is also valid for propellers with feathering
   ** = TBO is also valid for propellers with reverse and/or feathering.
   The TBO is also valid for propellers with an up to 5 cm smaller diameter and with and without a small letter blade designation. A small letter indicates modifications which do not affecting interchangeability of blade sets.

5.1 Approved time limits propeller:

<table>
<thead>
<tr>
<th>Propeller</th>
<th>Engine</th>
<th>Hours</th>
<th>Months</th>
</tr>
</thead>
<tbody>
<tr>
<td>MTV-12-B-<strong>/(</strong>)188-59</td>
<td>Lycoming (T)(AE)(I)O-360/390/540 Series, Titan IOX-340( )</td>
<td>1800</td>
<td>72</td>
</tr>
<tr>
<td>MTV-14-D-<strong>/(</strong>)185-59</td>
<td>TCM (L)(TS)IO-520-Series</td>
<td>2400</td>
<td>72</td>
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<tr>
<td>MTV-20-AA-<strong>/(</strong>)210-20</td>
<td>TCM E-225 Series</td>
<td>1800</td>
<td>72</td>
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<tr>
<td>MTV-47-N-<strong>/(</strong>)260-361</td>
<td>PT6A-67( )</td>
<td>2000</td>
<td>72</td>
</tr>
<tr>
<td>MTV-47-N-<strong>/(</strong>)360-361</td>
<td>PT6A-67( )</td>
<td>2000</td>
<td>72</td>
</tr>
<tr>
<td>5404/11C1-9</td>
<td>Conti W-670-Series</td>
<td>1000</td>
<td>72</td>
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</tbody>
</table>

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Office of Airworthiness
Josef Eberl
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