



LOM PRAHA
s.p.

DPM
PRAHA

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MANDATORY BULLETIN No.: LOM-MB-02a/2009

Applicability: Possibilities of extending the calendar operating periods for the piston engines of model lines M332, M337, M137, M132 of all versions.

This first revision of the original bulletin issued on 1st September, 1994 introduces:

- Specification of the missing restrictions in this bulletin as requested by the CAA CZ;
- Specification of the conditions for the possibility of extending the calendar engine operating period.

The following bulletins are cancelled: M332/67a, M332A/1a, M137A/14a, M137AZ/9a, M337/75a, M337A/8a, M337AK/5a.

Reason: Due to low annual flight time, some engines accomplish the calendar operational limit without spending the hourly operating period.

Action:

1. Calendar operating period for engines M337, M332, M137, M132 of all versions is set to 15 years from the date of manufacture or from the date of the last overhaul. This date is written in the engine log book. After 15 years it is possible to send the engines to be overhauled or it is possible to extend the operating period according to section 3.
2. The fifteen-year operating period is running continuously, even when the engine is not included in the flight operation and it is valid for both the engines in the airframe and for temporarily stored engines.
3. For engines which do not spend the set operating period during the calendar period of 15 years, it is possible to extend the calendar operating period once by 3 years, at the expense of the user, i.e. to a total of 18 years from the date of manufacture or from the date of the last overhaul recorded in the engine log book.
18 years is the maximum permissible limit, **furthermore the calendar limit may not be increased.** After this period the engine is subject to overhaul even though it has not spent the hours.
4. The mentioned extension of the engine may be approved by an authorized person on the basis of assessment of technical condition and maintenance of the engine. Authorized persons are listed in the Service Letter No. 0009/2009.
5. The methodology of inspections is recorded as an internal procedure of LOM PRAHA s.p..
6. The deadline for implementation of the prolongation inspection is an extension

of 15 years ± 3 months after manufacture or after the overhaul.

7. The inspection of the engine after 15 years of operation may be integrated with an inspection in order to allow an extension of the hourly operating period according to bulletins Nos.: M337AK / 5b, 6b, 14b, etc.
 8. This bulletin is not intended to start the operation of engines with the elapsed conservation limits.
 9. This bulletin does not have any retroactive effect. It does not affect the engines where the inspection after 15 years was done, before the date of validity of this bulletin.
- a) Assessment of the level of engine maintenance and management of the operational technical documentation is an integral part of the engine inspection. Unclear and incompletely led operational technical documentation is a reason for rejection of the order. It is recommended to always attach a credible extract from the operational technical documentation to the order, or to scan the important and difficult parts and send the documents electronically with the order. Recording the engine oil exchange, a long-term cessation of engine operation, non-preservation periods, etc., may pose a problem. It is recommended not to extend the calendar time limit for engines which were out of operation continuously for a period exceeding 24 months at any time during the operating period.
 - b) To save the financial expenditure for the inspection it is recommended to discuss in advance the "fifteen-year" inspection with the person responsible. Especially in case of finding the corrosion or other serious finding, which is known to the user, it is recommended first to send a photo, description, etc.
 - c) **During the operation as well as during the shut-down**, it is necessary to comply with the guidelines and conditions specified in the Technical Description and Operating Instructions. Engines with a low number of operating hours per year often have signs of lack of preservation made during the shut-down. Extending the time between overhaul, together with the lack of preservation then lead to the formation of corrosion, with a consequent reduction of operating reliability. The lowest risk of corrosion represents the case of an engine being operated uniformly throughout the year. Therefore, it is recommended to operate the engine according to the conditions and user's needs at least 100 hours per year and, if possible, to spread these evenly throughout the year - in all seasons.

Notes and recommendations:

Costs covered by:

Costs are covered by user.

Validity: From the July 1, 2009

In Prague on: May 28, 2009

Approved under the authority of the DOA No.: EASA.21J.306.

Approved by:

Ing. Petr Prokop, MBA, in his own hand
Executive Manager of Design Organization