

Subject: Time between overhauls (TBO)

Affected engine models: All engine models

- a.) LIMBACH L 1700 E0, EA, EB, EC, ED
- b.) LIMBACH L 2000 DA, E0, EA, EB, EC
- c.) LIMBACH L 2000 EC (*)
- d.) LIMBACH L 2400 EB1.AA, EB1.AB, EB1.AC
- e.) LIMBACH L 2400 EB1.AD
- f.) LIMBACH L 2400 EE
- g.) LIMBACH L 2400 DF, DT, EF, ET
- h.) LIMBACH L 2400 DX
- i.) LIMBACH L 2400 DS

Background Information: Operational experience with engines of the abovementioned models allows for increase of TBO.

Priority: Immediate

Compliance: The time between overhaul (TBO) is defined as follows:

for engine models as listed under

- a.) 1000 hrs. or 16 years **)
- b.) 1000 hrs. or 16 years **)
- c.) 1250 hrs. or 16 years *) **)
- d.) 1400 hrs. or 16 years **)
- e.) 450 hrs. or 16 years **)
- f.) 1000 hrs. or 16 years **)
- g.) 1600 hrs. or 16 years **)
- h.) 1000 hrs. or 16 years **)
- i.) 1000 hrs. or 16 years **)

*) only for engines used in Airships from American Blimp Corporation

***) depending on what happens first

We expressly point out that the specified operating times (TBO) of our aircraft engines must be observed, as certain parts must be replaced in connection with the major overhaul of the engine!

This applies to elastomers such as O-rings, shaft sealing rings, rubber seals or sealing rings made of synthetic rubber or rubber-like plastic.

Because the material properties of the above-mentioned parts can change when the TBO is exceeded, the safe use of the aircraft engine can no longer be guaranteed.

Please note that the last major overhaul of the engine must be indicated when placing an order according to the logbook.

By placing an order, you confirm that our operating, maintenance and repair specifications have been complied with, that the engine has not been damaged by external influences and that no violent stop has occurred.

In case of non-compliance with the above requirements, no deposit value can be paid for the old engine. The final assessment of the old engine can only be made after an initial inspection

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Approval: The technical content of this document is approved under the Authority of EASA ref. approval number 10077418 and have been produced in accordance with alternative procedure to DOA nr. EASA.AP509.

Note: This document has been translated to the best of our knowlege. In case of doubt however only the German original shall be considered authoritative.