

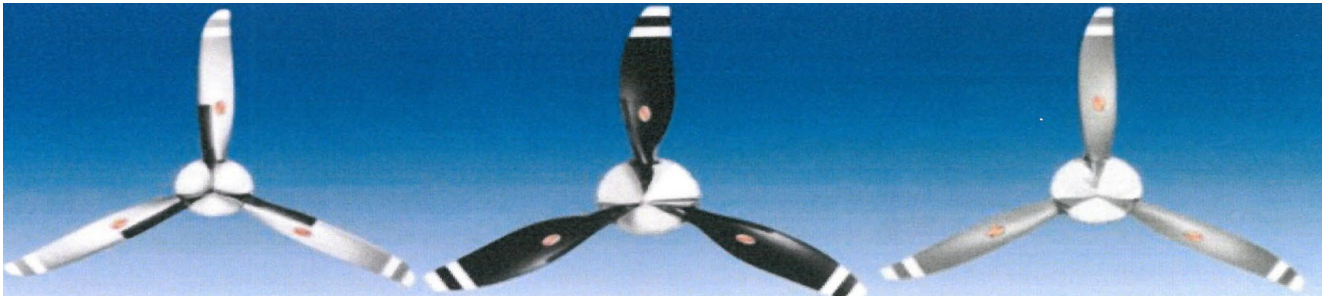
LAA/AWA/20/12

12th May 2020

(Superseding LAA/AWA/18/09 of 5th October 2018)

LAA Technical Leaflet (TL 2.31)

Low-Hours Propeller Inspection Protocol (LPIP)



If your aircraft is fitted with an in-flight variable pitch propeller, LAA policy expects that you should overhaul the propeller in accordance with the propeller manufacturer's advice. Though varying between types, most certifiable variable pitch propellers require overhaul every six years. Manufacturer's also define the maximum number of flying hours permitted before a full manufacturer's overhaul must be carried out. Where specific manufacturer's instructions are not available, propeller overhaul should be carried out in accordance with the requirements of the CAA Generic Requirements for propeller overhaul ([CAA CAP 747 GR No. 17](#)).

Until recently, the only option available to meet the above overhaul requirements was, effectively, a complete manufacturer's overhaul, irrespective of the number of hours flown. Whilst this level of overhaul has been fine for aircraft that do a lot of flying hours each year, for example aircraft in a training role, the industry as a whole has long appreciated that a full manufacturer's overhaul probably isn't necessary for propellers that have reached their calendar life without accumulating many in-service hours.

Over the last few years, LAA engineers have been working with three UK propeller overhaul companies to develop a more appropriate overhaul regime for aircraft that have few hours in service, but have reached their calendar life – we call this approach an LPIP Inspection. In effect, LPIP is an alternative means of complying with the LAA's variable pitch propeller overhaul policy, in place to ensure that propellers in service on LAA aircraft remain in every way serviceable and therefore remain airworthy.

LPIP Inspection schedules have been agreed for both the Hartzell and MT propeller range and, over the last two years, many LAA member's propellers have successfully gone through this overhaul process.



An LPIP inspection should not be considered a 'light-touch' inspection regime; though the protocol recognises that, if a propeller hasn't done much work, then it's not likely to be suffering from problems associated with wear or fatigue.

A Technical Leaflet (TL2.31) has been written giving full details of this protocol and offers contact details of the LAA 'partner' propeller shops. This Technical Leaflet, along with many others containing information about the engineering management of aircraft operating under an LAA administered Permit to Fly, can be found in the Data Library located in the Engineering section of the LAA's website:

http://www.lightaircraftassociation.co.uk/engineering/data_library.html