

1. scope

The checks mandated with this airworthiness information (LTH) shall be applicable as follows:

Checking according to 4.1 - for all aircraft registered in Austria with the admitted kind of navigation NVFR or day / night IFR (ZLLV 2005 §2 (6) Z2-5)

Checking according to 4.2 – for all aircraft registered in Austria with transponders

Checking according to 4.3 – for all aircraft registered in Austria except aircraft according to ZLLV 2005 §4 Digit 2 and 4 (e.g., sail airplanes, parachutes, hangs and paragliders, balloons)

Checking according to 4.4 – for all aircraft registered in Austria with cockpit voice recorder (CVR) and/or Flight Data recorder (FDR)

2. Validity

LTH No. 40A replaces the LTH 40 and enters into force with 1st March, 2007.

Remark: No. LTH 40 replaced the airworthiness directives (LTA) Nr.37b, No. 38 and Nr.87. The last checking according to the LTA Nr.37b, Nr.38 and Nr.87 keeps its validity with the cited intervals..

3. background

With this airworthiness information the processes and intervals for the checking of the electronic onboard equipment (Avionic) and the transponder equipment, the static pressure equipment and altimetres as well as the magnetic compass in aircraft are regulated.

The checking of the Avionic equipment has to enclose all electronic systems available in the aircraft which are necessary for the safe realisation of the flight or can have influence on it.

4. terms of the checking

4.1 electronic on-board equipment

All electric / electronic systems which are required by the operational regulation to be

applied (e.g., EU-OPS, ZLLV 2005 Attachment D) to be installed for the kind of navigation in that the aircraft is operated according to ZLLV 2005 §2(6) are to be checked.

4.2. transponder equipment

The checking is to be carried out according to FAR Part 43 attachment F. The check can be done in the installed condition. If a transponder with height transmission (MODE C or MODE S) is installed, the Encoder has to be checked according to 4.3.

4.3. aircraft instruments

a.) Statics-pressure equipments and altimetres as well as Encoder:

The checking is to be carried out according to FAR Part 43 attachment E. Should the altitude information from the encoder to the transponder be transmitted in the Gilham code, the checking according to EASA AD 2006-0265 is to be carried out in addition (in installed condition).

b.) Magnetic compass:

The magnetic compass is to be compensated and a Deviation table with 30 degrees division as well as the date of the checking is to be attached to it.

4.4 Recording systems

a.) Cockpit Voice recorder:

An operationellen test of all channels of the CVR is to be carried out.

b.) Flight Data recorder:

A Readout of the FDR's is to be carried out and the recorded data are to be checked for completeness and plausibility.

5. intervals and performance

5.1. intervals

The checkings according to 4.1, 4.2, 4.3 as well as 4.4 are to be carried out at an interval of

24 months.

The checking has to be done for new aircraft for the first time 24 months after issuance of the Austrian certificate of airworthiness.

For used aircraft the checking has to be done for the first time at the time of issuance of the austrian certificate of airworthiness (provided that no proofs of equivalent checkings are presented) .

5.2. other operational authorisations

The additional demands or conditions which result from special authorisations (RVSM, BRNAV, MNPS, CATII, etc.) must be taken into consideration with the checking.

5.3. Performance

The performance of this checks is maintenance for the purposes of the ZLLV 2005 and has to be performed according to the regulations of this order as well as the order EC No. 2042/2003 attachment I (Part M). The checkings according to 4.1 and 4.2 are, if they can't be performed with a testset which does not necessitate the interpretation of the result, required to be carried out by a licensed avionic technician or a maintenance organisation entitled to do so.

5.4. maintenance program

The checkings are to be included as an addition in the approved maintenance program according to ZLLV 2005 or according to order the EC No. 2042/2003, attachment I (Part M). The presentation of the test certificates is checked at the periodical check or at the Continued Airworthiness Review and is evaluated as a proof to the continued airworthiness of the aircraft and the admitted kinds of navigation of the aircraft.

5.5. test certificates

Recordings about the performed checks are to be filed in the history file (log) of the aircraft. The contents of the recordings have to correspond at least to the content of the forms 40.1, 40.2A, 40.2B and 40.3 (www.austrocontrol.at). The performance of the check according to 4.1 is to be confirmed with form 40.

5.6 handling of failures or defective devices

Should devices not be able to be checked because they are defective or if during the checking failures occur, these failures are to be noted in the test protocol (forms). In addition, failures or defects which concern parts of the minimum equipment are to be recorded in the log book or Techlog. If an operation of the aircraft with the discovered failures or defects is allowed (e.g., within the scope of an approved MEL or in a lower kind of navigation, e.g., VFR), the test certificate can be issued afterwards. The duty of rectification of the failures or defects is upon the holder according to the valid regulations (ZLLV 2005 or according to order the EC No. 2042/2003, attachment I (Part M)). After the rectification the correspondent tests of the LTH 40 A are to be carried out or to be repeated.

5.7 Instructions for the performance

Generally the checks have to be performed according to the maintenance instructions published by the aircraft manufacturer (e.g.: AMM). If the aircraft manufacturer has not published instructions for the checking of the affected devices, the tests are to be performed according to the test Procedures published in Taskcards 40.1, 40.2, 40.3, 40.4 and according to FAR Part 43 appendices E and F.

6. special regulations

Provided that the aircraft manufacturer has published different intervals, these can be applied. More restrictive demands are to be taken into consideration anyway. Those aircraft whose maintenance programs were developed on the basis of approved processes (e.g., MRB/MSG analyses) are excluded from the regulations of the point 4.1 and 4.3.

According to contents of the approved maintenance program the integration of the check of the electronic equipment can be done "en bloc" or be integrated into the maintenance program so that the check of the single systems is part of the maintenance schedule.