
AIRWORTHINESS DIRECTIVE

On the effective date specified below, and for the reasons set out in the background section, the CASA delegate whose signature appears below revokes Airworthiness Directive (AD) AD/PHZL/82 and issues the following AD under subregulation 39.001(1) of CASR 1998. The AD requires that the action set out in the requirement section (being action that the delegate considers necessary to correct the unsafe condition) be taken in relation to the aircraft or aeronautical product mentioned in the applicability section: (a) in the circumstances mentioned in the requirement section; and (b) in accordance with the instructions set out in the requirement section; and (c) at the time mentioned in the compliance section.

Propellers - Variable Pitch - Hartzell**AD/PHZL/82
Amdt 1****Hub Certified Service Life****7/2006**

Applicability: Hartzell Propeller Inc., Model HD-E6C-3B/E13890K propellers with D-5108-() hubs installed.

Note 1: These propellers are installed on, but not limited to, Fairchild Dornier GmbH 328-100 series aeroplanes.

Note 2: The parentheses indicate the presence or absence of an additional letter(s) which vary the basic propeller hub model designation. This AD still applies regardless of whether these letters are present or absent on the propeller hub model designation.

Requirement:

1. Remove from service D-5108-() hubs and replace with a serviceable hub.
2. Do not install any D- 5108-() hub that has accumulated 37,400 flight hours.

Note 3: FAA AD 2003-04-01 Amdt 39-13049 refers.

Compliance:

1. Before exceeding 37,400 flight hours.
2. After the effective date of this AD.

This Amendment becomes effective on 6 July 2006.

Background: This AD requires the reduction of the original hub certified service (fatigue) life from unlimited hours to 37,400 flight hours. This amendment is prompted by a revaluation by Hartzell Propeller Inc. of the D-5108-() original hub service life certification calculations. The actions specified by this AD are intended to prevent fatigue failure of D-5108-() hubs, which may result in loss of aeroplane control.

This amendment corrects a typographical error in Requirement 1 of the AD.



James Coyne
Delegate of the Civil Aviation Safety Authority

24 May 2006