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 repeals Airworthiness Directive (AD) AD/TSA-600/38 Amdt 1 and issues the following AD under subregulation 39.001(1) of CASR 1998 and subsection 33 (3) of the Acts Interpretation Act 1901. 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.

AD/TSA-600/38 Fatigue Critical Components - Retirement 17/2013 Amdt 2 Lives

Applicability: This AD applies to each Ted Smith Aerostar, Piper Aerostar or Aerostar Aircraft

model 600, 601, 601P or 602P aeroplane (the aircraft) with:

(a) a Machen-modified Lycoming IO-540 or TIO-540 series engine; and

(b) a Hartzell HC-C4YR-2/FC6660 (B, K) or HC-C4YR-2L/FJC6660 (B, K)

propeller blade (the *propeller blade*).

Requirement: The registered operator of the aircraft must ensure that the propeller blade is retired

from service.

Compliance: The propeller blade must be retired from service at or before 10 500 hours component

time in service.

This Amendment becomes effective on 21 August 2013.

Background: Hartzell Propeller Owner's Manual No. 115N, Airworthiness Limitations refers to the

mandatory propeller blade retirement life for the propeller and engine combination to

which this AD applies. Associated hub parts are not affected.

The original issue of this AD established propeller blade life limits for Machen installations. It also incorporated the component rationant requirements of

installations. It also incorporated the component retirement requirements of

AD/TSA-600/3.

Amendment 1 expanded the requirements of the AD to apply window and windshield

life limits to all pressurised Aerostar models.

Amendment 2 removes the requirement relating to windshield and window life limits. The requirements for windshield and window retirement are contained in the aircraft airworthiness limitations (*AWL*). Subsection 9 of *Civil Aviation Order* 100.5

(General requirements in respect of maintenance of Australian aircraft) 2011 directs

the registered operator of an Australian aircraft to comply with AWL.

The requirement 2 relating to the propeller life limit is retained unchanged.

Charles Lenarcic

Delegate of the Civil Aviation Safety Authority

19 August 2013