



ÚŘAD PRO CIVILNÍ LETECTVÍ
ČESKÁ REPUBLIKA
Sekce technická
letišť Ruzyně, 160 08 Praha 6
tel: 233320922, fax: 220562270

PŘÍKAZ K ZACHOVÁNÍ LETOVÉ ZPŮSOBILOSTI

Číslo: CAA-AD-037/2003

Datum vydání: 2. dubna 2003

Hartzell Propeller Inc.
HC-C2Y(K,R)-1BF/F8477-4

VRTULE – LISTY VRTULE – KONTROLA/VÝMĚNA

Týká se: vrtulí HC-C2Y(K,R)-1BF/F8477-4 vyrobených firmou Hartzell Propeller Inc., blíže specifikovaných v části „Applicability“ FAA AD 2003-06-02 (příloha tohoto PZZ).

Důvod vydání: předejít oddělení listů vrtule a následnému poškození letadla, což může vést k nehodě letounu.

Datum účinnosti: 15. května 2003.

Provést v termínech:

Jak je popsáno v FAA AD 2003-06-02 od data účinnosti tohoto PZZ.

Postup provedení prací:

Dle FAA AD 2003-06-02.

Poznámky:

- Provedení tohoto PZZ musí být zapsáno do záznamníku vrtule.
- Případné dotazy týkající se tohoto PZZ adresujte na ÚCL sekce technická – Ing. Beneš.
- Pokud to vyžaduje povaha tohoto PZZ, musí být zapracován do příslušné části dokumentace pro obsluhu, údržbu a opravy letadla.
- Tento PZZ byl vypracován na základě FAA AD 2003-06-02.

Ing. Pavel MATOUŠEK
ředitel

2003-06-02 Hartzell Propeller Inc.: Amendment 39-13089. Docket No. 2001-NE-47-AD.

Applicability: This airworthiness directive (AD) is applicable to Hartzell Propeller Inc. model HC-C2Y(K,R)-1BF/F8477-4 propellers with TKS (Aircraft De-icing) Ltd. anti-ice boots that were installed by SOCATA-Groupe AEROSPATIALE, the aircraft manufacturer, using TKS Ltd. Procedure P232, Specification for the Attachment of Propeller Overshoes. These propellers are installed on, but not limited to American Champion 8GCBC, Cessna 170 series, 172 series, 175 series, Piper PA-18 series, Sky International Inc. (Husky) A-1 (previous owners were Christen Industries; Aviat, Inc.; White International, LTD.), and SOCATA-Groupe AEROSPATIALE TB-20 and TB-21 airplanes.

Note 1: This AD applies to each propeller identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For propellers that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (c) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance: Compliance with this AD is required as indicated, unless already done.

To prevent propeller blade separation, damage to the airplane, and possible loss of the airplane, do the following:

(a) For propellers that have been overhauled after the installation of TKS (Aircraft De-icing) Ltd. Anti-ice boots, and have had the anti-ice boots re-installed using Hartzell Manual 133C (ATA 61-13-33) "Aluminum Blade Overhaul", AS&T Procedure 4700INS, or other approved procedures (excluding TKS Procedure P232) no further action is required.

(b) For propellers that have had the anti-ice boots installed using the TKS Procedure P232, but have not had anti-ice boots re-installed using Hartzell Manual 133C (ATA 61-13-33) "Aluminum Blade Overhaul", AS&T Procedure 4700INS, or other approved procedures (excluding TKS Procedure P232), remove anti-ice boots, inspect and rework anti-ice boot areas of propeller blades, and install new anti-ice boots in accordance with paragraph 3 of the Accomplishment Instructions of Hartzell Propeller Inc. Alert Service Bulletin (ASB) HC-ASB-61-251, dated April 10, 2001 using the compliance schedule in Table 1 as follows:

Table 1.--Compliance Schedule

For propellers with:	Replace anti-ice boots:
(1) Fewer than 500 hours time-in-service (TIS) and less than 3 years time-since-new (TSN).	Within 200 hours TIS from the effective date of this AD, not to exceed 600 hours TSN, or prior to accumulating 4 years TSN, whichever occurs first.
(2) Five hundred or more hours TIS, or 3 years or more TSN but less than 6 years TSN.	Within 100 hours TIS, or 1 year from the effective date of this AD, whichever occurs first.
(3) Six years or more TSN	Within 50 hours TIS, or within 6 months from the effective date of this AD, whichever occurs first.

Alternative Methods of Compliance

(c) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Chicago Certification Office. Operators must submit their request through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Chicago Certification Office.

Note 2: Information concerning the existence of approved alternative methods of compliance with this airworthiness directive, if any, may be obtained from the Chicago Certification Office.

Special Flight Permits

(d) Special flight permits may be issued in accordance with §§ 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane to a location where the requirements of this AD can be done.

Documents That Have Been Incorporated by Reference

(e) The actions must be done in accordance with Hartzell Propeller Inc. Alert Service Bulletin HC-ASB-61-251, dated April 10, 2001. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from Hartzell Propeller Inc. Technical Publications Department, One Propeller Place, Piqua, OH 45356; telephone (937) 778-4200; fax (937) 778-4391. Copies may be inspected at the FAA, New England Region, Office of the Regional Counsel, 12 New England Executive Park, Burlington, MA; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

Effective Date

(f) This amendment becomes effective on April 29, 2003.