

Propellers - Variable Pitch - Hamilton Standard

AD/PHS/22 **Propeller Control System Components** **7/97**

Applicability: All 14-RF-9, -19, -21, 14-SF-5, -7, -11, -11L, -15, -17, -19, -23 and 6/5500/F propellers.

Note: These propellers may be installed on, but are not limited to, Embraer EMB-120, -120RT, SAAB SF340B, Aerospatiale ATR42-100, -300, -320, ATR72, DeHavilland DHC8-100, 200, -300, CASA CN235 series, Canadair CL-215T, CL-415 and BAe ATP series aircraft.

Requirement: 1. Inspect transfer tube assemblies and propeller control units (PCU) for wear in accordance with the applicable manufacturer's service bulletins as listed in paragraphs (c) and (g) of FAA AD 96-25-20 Amdt 39-9863.

2. Inspect actuator assemblies for wear in accordance with the applicable manufacturer's service bulletins as listed in paragraphs (c) and (g) of FAA AD 96-25-20 Amdt 39-9863.

Compliance: 1. Unless previously carried out, inspect transfer tube assemblies and PCU assemblies within 6000 hours or 3 years time in service (TIS), whichever occurs first, from the effective date of this Directive. Thereafter, re-inspect at intervals not exceeding 10,500 hours TIS from last inspection.

Note: PCU's that have been fitted with a secondary drive quill (SDQ) in accordance AD/PHS/15 Amdt 5 do not require the initial 6000 hour inspection.

2. Unless previously carried out, inspect actuator assemblies for wear prior to 10,500 hours TIS after the effective date of this Directive, or at the next propeller shop visit where affected parts are accessible, whichever occurs first. Thereafter, re-inspect at intervals not exceeding 10,500 hours TIS since last inspection.

This Airworthiness Directive becomes effective on 19 June 1997.

Background: The propeller manufacturer has introduced mandatory inspection intervals for all critical components within the propeller assembly. This Directive being raised to mandate compliance with the manufacturer's requirements.