
AIRWORTHINESS DIRECTIVE

For the reasons set out in the background section, the CASA delegate whose signature appears below issues the following Airworthiness Directive (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 - Hamilton Standard

AD/PHS/25
Propeller Blade Corrosion
8/2009

Applicability: Hamilton Sundstrand Propellers model 568F propellers with blades, part numbers (P/Ns) R815505R2, R815505R3, R815505R4, R815505S2, and R815505S3, that have a serial number (SN) listed in Table 1 of this AD, installed.

Table 1 - Affected Propeller Blades by SN

31	259	1510	2299	2470	20010732
33	265	1515	2300	2473	20010917
34	277	1803	2383	2492	20020568
37	278	1813	2459	2510	
40	403	1823	2460	2535	
43	747	1834	2462	2577	
105	1007	1917	2464	2625	
230	1031	2072	2469	20010731	

Note 1: These propellers are installed on, but not limited to, ATR-GIE Avions de Transport Regional ATR-42-400 and -500, ATR72-210A, -500, and Construcciones Aeronauticas, S.A. C-295 aeroplanes.

Requirement: Remove from service blades, P/Ns R815505R2, R815505R3, R815505R4, R815505S2, and R815505S3 that have a SN listed in Table 1 of this AD.

Note 2: FAA AD 2009-07-06 Amdt 39-15865 dated 20 March 2009 refers.

Compliance: Within 30 days after the effective date of this AD, unless previously accomplished.

This Airworthiness Directive becomes effective on 30 July 2009.

Propellers - Variable Pitch - Hamilton Standard

AD/PHS/25 (continued)

Background: This AD results from reports of blades with corrosion pits in the tulip area of the blades. The issuing of this AD is intended to prevent cracks from developing in the tulip area of the blade, which could result in separation of the blade and loss of aeroplane control.



James Coyne
Delegate of the Civil Aviation Safety Authority

16 June 2009