EASA European Union Aviation Safety Agency	**Consultation paper** **Special Condition**	Doc. No. : CPTS-0000418 Issue : 1 Date : 06 December 2024 Proposed ☐ Final ☒ Deadline for comments: 15 Oct 2024

SUBJECT	:	Propeller speed and pitch controls
REQUIREMENTS incl. Amdt.	:	CS 25.1149 at Amdt. 27
ASSOCIATED IM/MoC	:	Yes☐ / No ☒ *[Delete last page of associated IM/MoC if not applicable]*
ADVISORY MATERIAL	:	

M-TS-0000418

Special Condition

Propeller speed and pitch controls

1. APPLICABILITY

This SC is applicable to CS 25 Large Aeroplanes powered by turboprop engines and incorporating a single lever per engine dedicated to power control, with full automatic control of the propeller speed and pitch.

2. SPECIAL CONDITION

The content of the CS 25.1149 "Propeller speed and pitch controls" is replaced by this Special Condition as follows to include additional requirements specific for automatic control of propeller speed and pitch:

(a) For manual control of propeller speed and pitch:

(1) There must be a separate propeller speed and pitch control for each propeller.

(2) The controls must be grouped and arranged to allow –

(i) Separate control of each propeller; and

(ii) Simultaneous control of all propellers.

(3) The controls must allow synchronisation of all propellers.

(4) The propeller speed and pitch controls must be to the right of, and at least 25 mm (one inch) below, the pilot's throttle controls.

(b) For automatic control of propeller speed and pitch:

(1) The automatic function must:

(i) control each propeller separately; and

(ii) allow synchronization of all propellers.

(2) There must be a means for the flight crew to check the automatic control status.

(3) Any controls affecting the automatic function of propeller speed and pitch must have a means to prevent inadvertent disconnection.

(4) If controls are provided for a reversion to manual control of the propeller speed and pitch, these controls must comply with sub-paragraph (a)(1), (a)(2) and (a)(3) of this paragraph.