



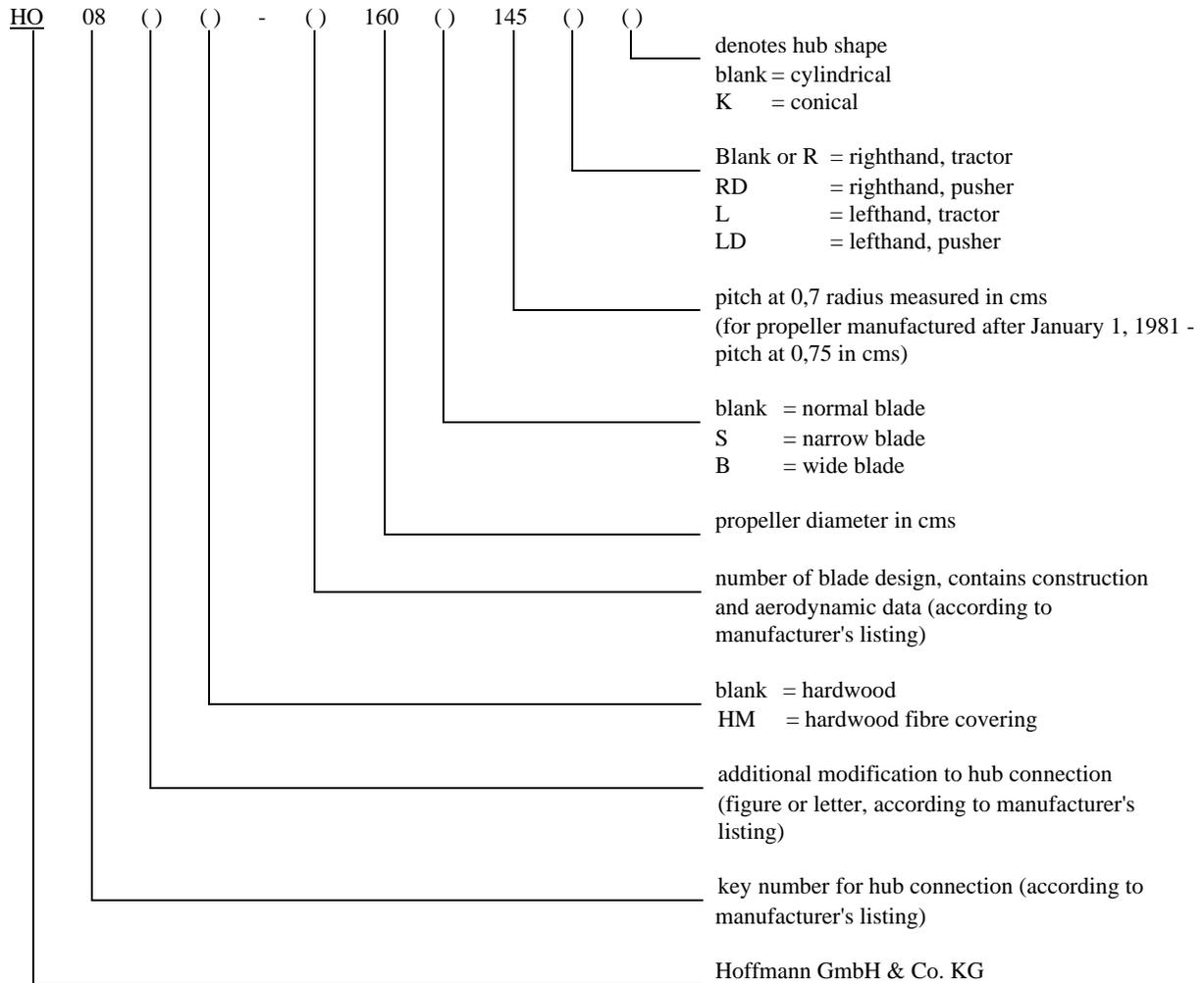
(1) This propeller conforms to its United States type design (Type Certificate Number P26NE) and is in a condition for safe operation.

(2) This propeller has been subjected by the manufacturer to a final operational check and is in a proper state of airworthiness. Reference FAR Section 21.500 which provides for the airworthiness acceptance of aircraft engines or propellers manufactured outside the U.S. for which a U.S. type certificate has been issued. Additional guidance is contained in FAA Advisory Circular 21-23, Airworthiness Certification of Civil Aircraft, Engines, Propellers and Related Products, imported into the United States.

**NOTES**

NOTE 1: Installation: Installation is to be made with special steel bolts and with/without spacers as required which are either furnished or specified by the propeller manufacturer.

NOTE 2: Designation System:  
example:



NOTE 3: Every 50 hours or less, a torque moment check of attaching bolts is required as specified by the propeller manufacturer.

NOTE 4: Service Information. Each of the documents listed below must state that it is approved by the European Aviation Safety Agency (EASA) or – for approvals made before September 28, 2003 – by the LBA. Any such documents are accepted by the FAA and are considered FAA approved.

- Service bulletins,
- Structural repair manuals,
- Vendor manuals,
- Aircraft flight manuals, and
- Overhaul and maintenance manuals.

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