

K()-()-()	180 R	260/	260/	70.7 +8	5 50	49.0
	180 DT	194 270	194 2700	180 -10cm		22.5
	180 BY	209/	209/	70.7 +8	5 50	49.0
		156 2800	156 2800	180 -10cm		22.5
	180 DT	285/	300/	70.7 +8	5 50	49.0
		213 2700	224 2850	180 -10cm		22.5
	200 AH	300/	304/	78.6 +0	5 50	54
	200 DS	224 2700	227 2800	200 -10cm		24.0
	193 DY	217/	217/	75.8 +0	5 50	54
		162 2360	162 2360	193 -13cm		24.2
	152 ER	214/	214/	59.7	5 50	48.5
		160 2800	160 2800	152 ±10cm		22
L()-()-()	180 R	158/	158/	70.7 +0	5 50	48.5
	180 DT	118 2700	118 2700	180 -15cm		22.0
	180 BY					
	152 ER	214/	214/	59.7	5 50	47.4
		160 2800	160 2800	152 ±10cm		21.5

CERTIFICATION BASIS:

The U.S. certification basis determined under Section 21.29 of the FAR and Bilateral Airworthiness Agreement between the United States and the Federal Republic of Germany is FAR 35, effective February 1, 1965, Amendments 35-1 to 35-6, inclusive.

Luftfahrt-Bundesamt (LBA) originally type certificated this propeller under its type certificate Number 32.130 / 017. The FAA validated this product under U.S. Type Certificate Number P5EU. Effective September 28, 2003, the European Aviation Safety Agency (EASA) began oversight of this product on behalf of the Federal Republic of Germany.

TC (IMPORT) NO:

LBA-Data Sheet No. 32.130 / 017, May 27, 1974

TC APPLICATION DATE:

December 22, 1975

TC ISSUED:

March 3, 1976

IMPORT REQUIREMENTS:

To be considered eligible for installation on U.S. registered aircraft, each propeller to be exported to the United States shall be accompanied by a Certificate of Airworthiness for export endorsed by the LBA on behalf of the European Community which contains the following language:

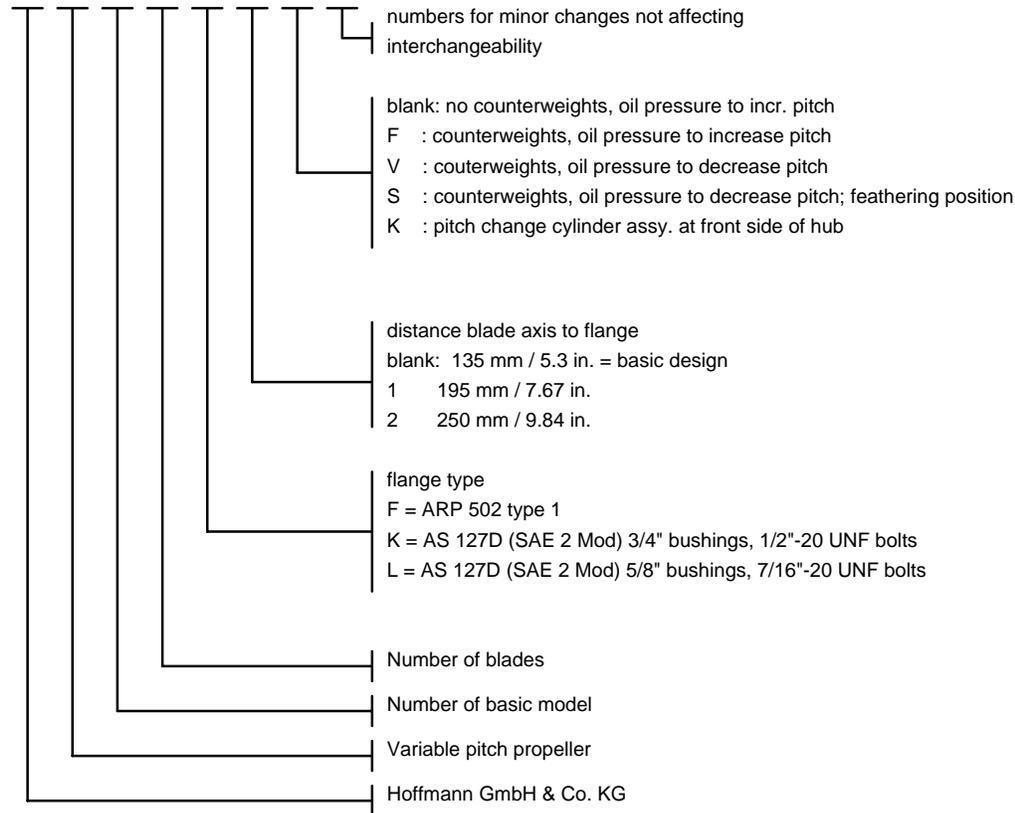
(1) This propeller conforms to its United States type design (Type Certificate Number P5EU) and is in a condition for safe operation.

(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

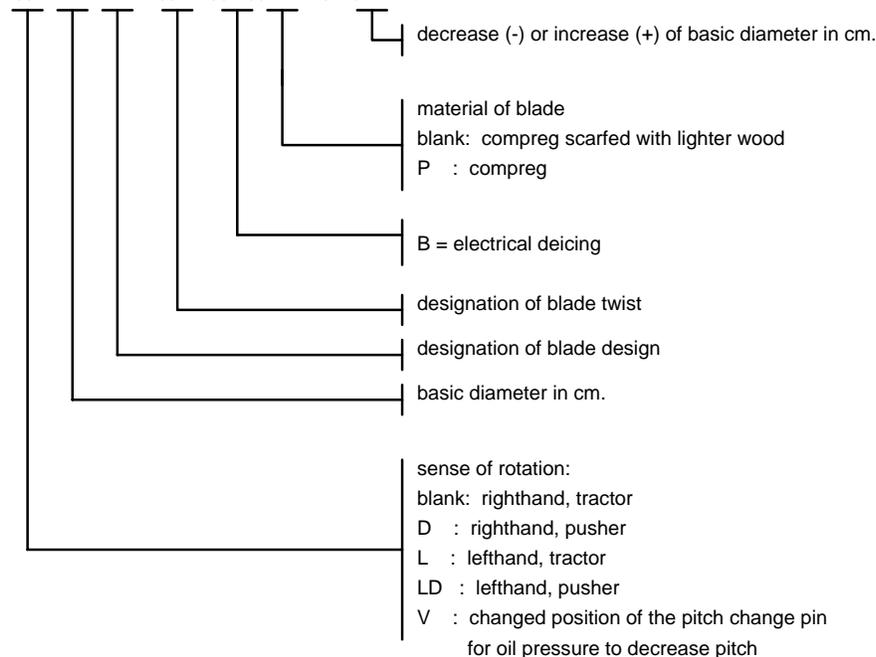
NOTE 1. Hub Model Designation Designation

HO V 12 3 F () - () ()



NOTE 2. Blade Model Designation

() 200 AH- () () +/- (10)



- NOTE 3: Pitch Control: Eligible with the following governors:
Woodward model X210-XXX or X210-XXXX w. 2.5 lb.
- NOTE 4. (a) Feathering. Not applicable
(b) Reversing. Not applicable
- NOTE 5. Left-Hand Models: The left-hand version of an approved model propeller has the same rating and diameter as the corresponding right-hand model. (See Notes 1 and 2)
- NOTE 6. Interchangeability: Not applicable
- NOTE 7. Accessories:
(a) Propeller spinner: Authorized - Hoffmann design spinners, Wt. 4.0 lbs.
- NOTE 8. Shank Fairings: Not applicable
- NOTE 9. Deleted
- NOTE 10. Special Notes: The word "eligible" as used herein does not signify full installation approval. Compliance with the applicable engine and aircraft FAR requirements is necessary before full approval for use on aircraft can be given.
- NOTE 11. For HO-V 123F, F1/200CQ to 200CQ-15 model propellers inspection of lag screws for security every 1200 flight hours, or less, is required. The lag screws connect the blade body to the metal ferrule.
- NOTE 12. 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.

- END-