

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION TYPE CERTIFICATE DATA SHEET P30NE	TCDS NUMBER P30NE REVISION: 1 DOWTY PROPELLERS MODEL/S: (c)R. 389 February 27, 2007
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Propellers of models described herein conforming with this data sheet (which is part of Type Certificate No. P30NE) and other approved data on file with the Federal Aviation Administration, meet the minimum standards for use in certificated aircraft in accordance with pertinent aircraft data sheets and applicable portions of the Federal Aviation Regulations provided they are installed, operated, and maintained as prescribed by the approved manufacturer's and other approved instructions.

Type Certificate Holder Dowty Propellers
 Anson Business Park
 Cheltenham Road East
 Gloucester, GL2 9QH, England

Type Constant speed; hydraulic (See Notes 3 and 4)

Engine flange Special flange with 12 bolts and 2 dowels (all at 5.125 inches P.C.D.)

Hub material Aluminum alloy

Blade material: Composite glass and carbon re-inforced plastic

Number of blades 4

Design series (c) R.389

BLADES (See Note 2)	MAXIMUM CONTINUOUS		<TAKE OFF>		NOMINAL DIAMETER	APPROXIMATE WEIGHT
	HP	RPM	HP	RPM		
660712266-6	1,700	1,384	1,750	1,384	132 inches	216.0 lbs.
660713287-6	1,700	1,384	1,750	1,384	132 inches	216.0 lbs.

CERTIFICATION BASIS: FAR 21.29 and FAR 35 effective February 1, 1965, Amendments 35-1 through 35-6. Compliance established by equivalence to British Civil Airworthiness Requirements (BCAR) Section A Issue 24 Chapter A3-2 (Grey Paper No. A44 3 June 1980). Section C Issue 12 Chapters C1-1, C1-2, and sub-section C5, together with the installation requirements of JAR 25, Change 13, Paragraphs 33,901(c) 905, 907, 933(c), 937 and 1337, also Special Requirements detailed in CAA letter ref 9/216/11 dated 5 June 1981.

Civil Aviation Authority (UKCAA) originally type certificated this propeller under its Type Certificate Number 112. The FAA validated this product under U.S. Type Certificate Number P30NE. Effective September 28, 2003, the European Aviation Safety Agency (EASA) began oversight of this product on behalf of the United Kingdom of Great Britain and Northern Ireland.

TC (IMPORT) NO: UKCAA Type Certificate Number 112

TC APPLICATION DATE: October 5, 1992

TC ISSUED: October 15, 1992

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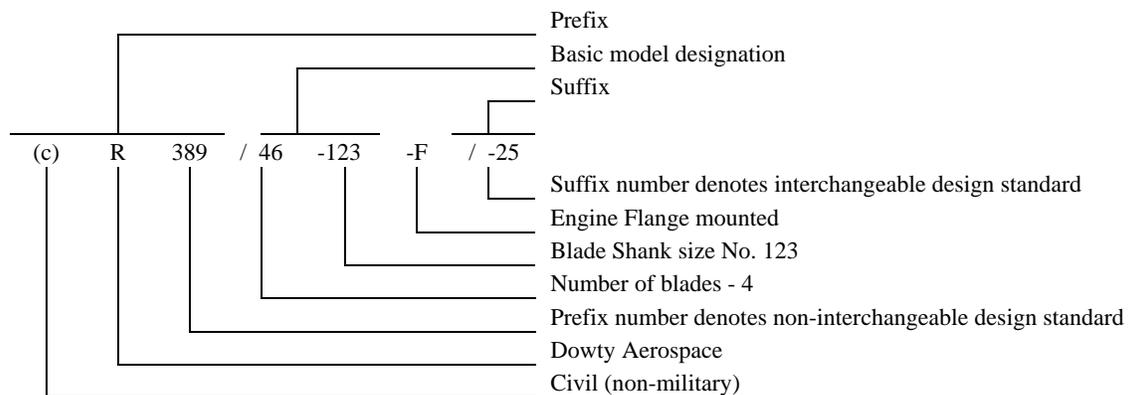
IMPORT REQUIREMENTS: To be considered eligible for installation on U.S. registered aircraft, each propeller to be exported to the United States shall be accompanied by a Certificate of Airworthiness for export endorsed by the UKCAA on behalf of the European Community which contains the following language:

(1) This propeller conforms to its United States type design (TC No. P30NE) 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. Propeller Model Designation The model designation of a complete Dowty Propeller assembly consists of the basic model designation with prefix and suffix letters and numbers as shown below:



NOTE 2. Blade Model Designation Dowty Aerospace propeller blades are identified by a serialized part number only, which does not constitute a model designation. A dash number following the part number indicates the type of finish.

NOTE 3: Pitch control: Propeller pitch control unit. woodward governor type 663006008, 663006009, 663006010

NOTE 4: (a) Feathering: Model incorporates feathering and unfeathering features by means of counterweights and motor/pump unit, Dowty Aerospace type (c)RFP/34.

(b) Reversing: Model incorporates reversing feature.

NOTE 5: Right-hand model: (c) R.389 These propellers are designed and manufactured for right-hand tractor only.

NOTE 6: Interchangeable blades: Only blades of the same part numbers are interchangeable and may be incorporated in the same propeller.

NOTE 7: Accessories: (a) Propeller De-icing: Electrical de-icing with blade de-icing to Dowty Aerospace drawing 660000926 for R389/4-123-F/25 and 660000927 for R389/4-123-F/26.

(b) Spinners: Dowty Aerospace spinner design (c) SB.14/4/1 and backplate for R389/4-123-F/25 is 664005225 and backplate for R389/4-123-F/26 is 64005241 of Dowty Aerospace design.

NOTE 8: 8.1 Propeller types (c) R389/4-123-F/25 and /26 supersede propeller types R354/4-123-F/13 and /20 and feature a new hub assembly.

8.2

MANUALS

Propellers	61-10-36
Spinner	61-10-31
Feathering Pump	61-20-26
Woodward PCU	61-20-27
Woodward OSG	61-20-28

NOTE 9: Approved installations: Propellers listed in this data sheet are approved from a vibration standpoint only for use on the engine-aircraft combinations shown below:

PROPELLER MODEL	AIRCRAFT MODEL	ENGINE MODEL	FAA SPECIFICATION OR TC DATA SHEET	
			AIRCRAFT	ENGINE
(c)R. 389/4-123-F/25 389/4-123-F/26	Saab	General Electric	A52EU	E8NE
	SF340A	CT7-5A2		
	SF340B	CT7-5A3		
	Max. T/O weight: 29,000 lbs.	CT7-9B		

NOTE 10: Aircraft installations must be approved as part of the aircraft type certificate and demonstrate compliance with the applicable aircraft airworthiness requirements.

NOTE 11: 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 UKCAA. 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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