

CERTIFICATION BASIS: FAR 21.29, FAR 35 effective February 1, 1965, with Amendments 35-1 to 35-4.

Luftfahrt-Bundesamt (LBA) originally type certificated this propeller under its type certificate Number 32.110 / 011. The FAA validated this product under U.S. Type Certificate Number P6NE. 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. 32.110 / 011, , September 25, 1980, to issue 5 dated November 22, 1994

TC APPLICATION DATE: January 23, 1984

TC ISSUED: May 24, 1984

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 P6NE) 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.

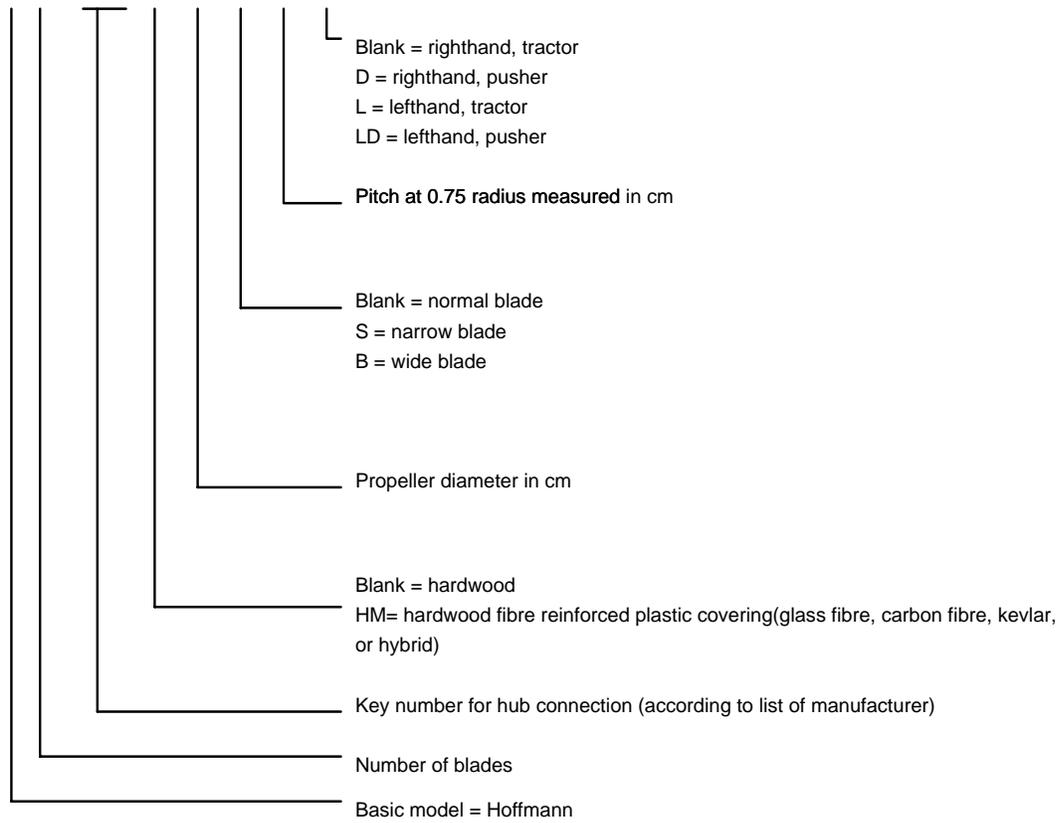
NOTES

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: MODEL DESIGNATION:

HO 4 / 27 () -170 () 128 ()



NOTE 3:

After first flight, after the first 25 hours and then every 50 hours or less, a torque moment check of attaching bolts is required as specified by the propeller manufacturer.

- - E N D - -

NOTE 3.

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