

U.S. DEPARTMENT OF TRANSPORTATION  FEDERAL AVIATION ADMINISTRATION  TYPE CERTIFICATE DATA SHEET P2EU	TCDS NUMBER P2EU REVISION: 7  DOWTY PROPELLERS MODEL/S: (c) R---/4-40-4.5/--/  February 27, 2007
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Propellers of models described herein conforming with this data sheet (which is a part of Type Certificate No. P2EU) 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 Civil Air Regulations/Federal Aviation Regulations provided they are installed, operated, and maintained as prescribed by the approved manufacturer's manuals 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 shaft                                        No. 4.5 S.B.A.C.  
 Hub material                                        Steel S.97  
 Blade material                                      Aluminum alloy, DTD.150  
 No. of blades                                        4  
 Design series eligible                            (c) R.245, (c) R.259, (c) R.209

Blades Eligible (See NOTE 2)	Maximum Continuous		Takeoff		Nominal Diameter	Approx Maximum Weight Complete (For reference only)
	HP	RPM	HP	RPM		
6.6000.2301	2400	1162	2705	1162	13' - 0"	603 lbs.
6.6000.4300	2400	1162	2705	1162	13' - 4"	606 lbs.
RA.25952	2400	1162	2705	1162	14' - 6"	610 lbs.

Certification basis                              FAR 21.29 and British Civil Airworthiness Requirements Section C5 equivalent to FAR Part 35 effective February 1, 1965, except FAR 35.35, to which compliance has been demonstrated as a Special Condition.

Civil Aviation Authority (UKCAA) originally certificated propeller (c)R209/4-40-4.5/2 under letter dated September 1964. The FAA validated this product under U.S. Type Certificate Number P2EU. 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:                                    None

TC Application Date:                            February 9, 1965

TC Issued :                                        October 29, 1965

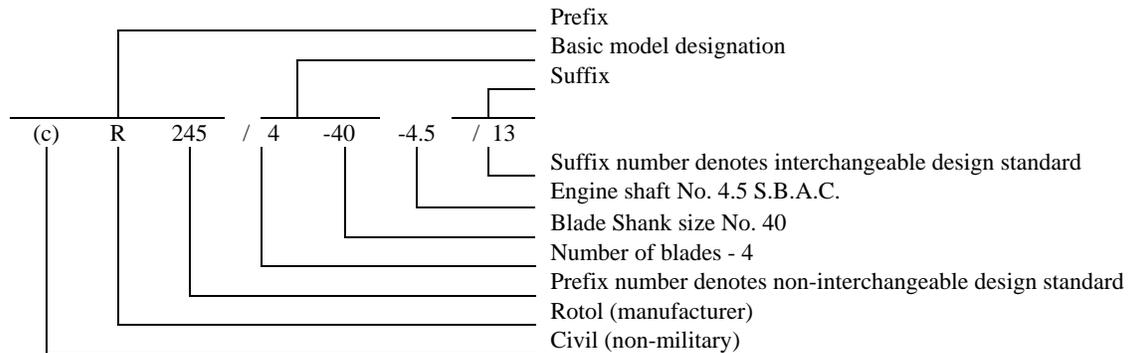
Import requirements:                            To be considered eligible for installation on U.S. registered aircraft, each propeller to be exported to the United States shall be accompanied by a Certificate of Airworthiness for export endorsed by the UKCAA on behalf of the European Community which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

- (1) This propeller conforms to its United States type design (TC No. P2EU) 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

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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.

NOTE 1. Propeller Model Designation. The model designation of a complete Dowty Rotol propeller assembly (which includes all rotating parts and the brush gear group but excludes the spinner front shell assembly) consists of the basic model designation with prefix and suffix letters and numbers as shown below:



The prefix number indicates the design series and propellers with different prefix numbers are not generally interchangeable. Certain models may be interchanged as complete aircraft sets on the advice of the propeller manufacturer only.

The suffix number is used to record minor alterations which do not affect interchangeability.

NOTE 2. Blade Model Designation. Dowty Rotol 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. Eligible only with Dowty Rotol constant speed control and synchronizing equipment.

NOTE 4. (a) Feathering. Eligible only with Dowty Rotol feathering unit and approved switches installed in accordance with propeller manufacturer's instructions.  
(b) Reversing. Not applicable.

NOTE 5. Left-Hand Model. These propellers are designed and manufactured for left-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 deicing. Eligible with only Dowty Rotol electric deicing equipment installed in accordance with the propeller manufacturer's instructions.  
(b) Spinners. Eligible only with spinners designed and supplied by Dowty Rotol.

NOTE 8. Not applicable.

NOTE 9. Approved Installations. Propellers listed in this specification are approved only for use in the engine-aircraft combinations shown below:

Propeller Model	Aircraft Model	Engine Model	FAA Specification or T.C. Data Sheet	
			Aircraft	Engine
(c)R245/4-40-4.5/13 (see Note 10)	Convair Model 240D	Rolls Royce Dart 542-4	A-793 (STC SA1054WE)	E5EU
(c)R245/4-40-4.5/13 (see Note 10)	Convair Model 340D	Rolls Royce Dart 542-4	6A6 (STC SA1096WE)	E5EU
(c)R245/4-40-4.5/13 (see Note 10)	Convair Model 440D	Rolls Royce 542-4	6A6 (STC SA1096WE)	E5EU
(c)R209/4-40-4.5/2 (see Note 10)	NAMC, YS-11, YS-11A	Rolls Royce Dart 542-10, -10J, -10K	6A6 (STC SA1096WE)	E5EU
(c)R259/4-40-4.5/17 (see Note 10)	Convair Model 340D	Rolls Royce Dart 542-4	6A6 (STC SA1096WE)	E5EU
(c)R259/4-40-4.5/17 (see Note 10)	Convair Model 440D	Rolls Royce Dart 542-4	6A6 (STC SA1096WE)	E5EU

NOTE 10. Limitations - type (c)R.209/4-40-4.5/2

1. Continuous running below 7,000 e.r.p.m. is prohibited.
2. During ground running, the aircraft is to be faced within 30° of wind direction.
3. During ground running, slam decelerations are prohibited in accordance with Rolls-Royce instructions.

Limitations - type(c)R.259/4-40-4.5/17

1. Continuous running between 6,500 e.r.p.m. and 8,500 e.r.p.m. is prohibited.
2. During ground running above 14,000 e.r.p.m., the aircraft is to be faced within 60° of wind direction.
3. During ground running, slam decelerations are prohibited in accordance with Rolls-Royce instructions.

Limitations - type (c)R.245/4-40-4.5/13

1. Continuous running between 6,750 and 8,500 e.r.p.m. is prohibited.
2. During ground running above 14,000 e.r.p.m., the aircraft is to be faced within 60° of wind direction.
3. During ground running slam decelerations are prohibited in accordance with

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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