

U.S. DEPARTMENT OF TRANSPORTATION  FEDERAL AVIATION ADMINISTRATION  TYPE CERTIFICATE DATA SHEET NO. P6BO	P6BO REVISION: 2  DOWTY PROPELLERS MODEL/S: (c) R. 381  February 27, 2007
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Propellers of models described herein conforming with this data sheet (which is part of Type Certificate No. P6BO) 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 15 bolts and 3 dowels (all at 8.5 inches P.C.D.)

Hub material                         Aluminum alloy

Blade material:                      Composite glass and carbon reinforced plastic, polyurethane coated and fitted with nickel leading edge sheath for erosion protection with electric deicer boots.

Number of blades                    6

Design series                         D.6000

BLADES (See Note 2 )	MAXIMUM CONTINUOUS SHP RPM	<TAKE OFF>	NOMINAL DIAMETER	APPROXIMATE PROPELLER WEIGHT*
		SHP RPM		
Serial No. Prefix S.2000 Only	3,738 1,100	4,152 1,100	150 inches	500 lbs.

\*Includes Spinner Weight

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. JAR-P, Change 7 and special requirements detailed in CAA letter dated April 12, 1991.

Civil Aviation Authority (UKCAA) originally type certificated this propeller under its Type Certificate Number 114. The FAA validated this product under U.S. Type Certificate Number P6BO. 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 114

TC APPLICATION DATE:            September 29, 1993

TC ISSUED:                            April 29, 1994

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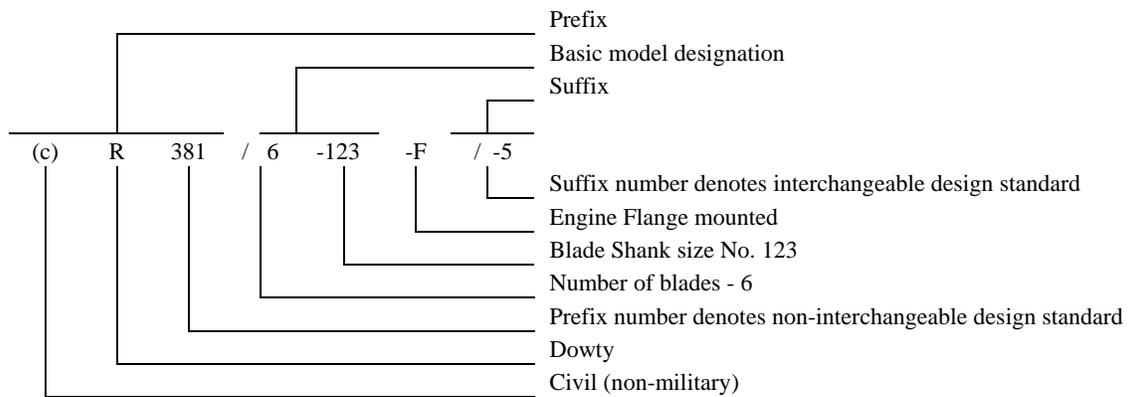
**IMPORT REQUIREMENTS:** To be considered eligible for installation on U.S. registered aircraft, each propeller to be exported to the United States shall be accompanied by a Certificate of Airworthiness for export endorsed by the UKCAA on behalf of the European Community which contains the following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

(1) This propeller conforms to its United States type design (TC No. P6BO) 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:



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 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:** Normal pitch control from feather to full-reverse by pitch control unit (PCU).

**NOTE 4: (a) Feathering:** Model incorporates auxiliary feathering and unfeathering features by means of counterweights and motor/pump unit,

**(b) Reversing:** Model incorporates reversing feature.

- NOTE 5: Right-hand model: (c) R.381 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 Dowty Brush Block Bracket Unit and Timer/Monitor Control Unit.
- NOTE 8: Drawings & Specifications: Design Specification 90DS0586  
General Arrangement Drawing 697035101  
Installation Drawing 697035001

The propeller equipment set, comprising the propeller itself and the units itemized below which are approved for use with the propeller are defined by Equipment Set Drawing 697031100 Issue 17 or subsequent approved issue and published in Aircraft Maintenance Manual (AMM) 1089.

- Spinner
- Feathering Pump
- Overspeed Governor (OSG)
- Beta Tube Assembly
- Pitch Control Unit (PCU)
- De-icing Equipment
- Brush Block Bracket Unit
- Timer/Monitor Control Unit

Note 9: The Dowty Model (c)R.381/6-123-F/5 propeller is controlled by an integrated control system which is part of the engine type design. The Model (c)R.381/6-123-F/5 propeller complies with the propeller airworthiness requirements when used with the Rolls-Royce Model AE2100A engine only. Any change to the engine, including its control system, which affects, or may affect, the propeller approval must be substantiated to demonstrate that the propeller as integrated with the changed engine, including its control system, still complies with the propeller certification basis. Also, any change to the engine, resulting from a change to the propeller, must be substantiated to demonstrate that the changed engine still complies with the engine certification basis.

NOTE 10: 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. 381/6-123-F/5	Saab 2000	Rolls-Royce		Te1ch
	Max. T/O Weight: 22,800 Kg (50,264) lbs.	AE2100A		Te1ch

NOTE 11: Aircraft installations must be approved as part of the aircraft type certificate and demonstrate compliance with the applicable aircraft airworthiness requirements.

## 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 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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