



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 Civil Aviation Authority Czech Republic (CAA CZ) on behalf of the European Community which contains the following language:

(1) This propeller conforms to its United States type design (TC No. P18BO) 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	Not applicable
NOTE 2:	Blade Model Designation:	053-2200 (Clockwise Rotation)
NOTE 3:	Pitch Control:	Propeller Speed Hydraulically, self contained controls engine speed dependent on air speed, minimum blade pitch range 14°.
NOTE 4:	(a) Feathering:	Not applicable
	(b) Reversing:	Not applicable
NOTE 5:	Right-hand model:	The approved model is right-hand (clockwise rotation) tractor when viewed from slip stream.
NOTE 6:	Interchangeable blades:	Not applicable
NOTE 7:	Accessories:	Not applicable
NOTE 8:	Shank Fairings:	Not applicable
NOTE 9:	Special Limits:	Life limited components and Continued Airworthiness limitations of the AVIA V503 AP propeller are listed in Section 11 of the AVIA V503 Series Overhaul Manual No. 073-8952.7.
NOTE 10:	Special Notes:	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:	<p>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 CAA CZ. Any such documents are accepted by the FAA and are considered FAA approved.</p> <ul style="list-style-type: none"> <li>• Service bulletins,</li> <li>• Structural repair manuals,</li> <li>• Vendor manuals,</li> <li>• Aircraft flight manuals, and</li> <li>• Overhaul and maintenance manuals.</li> </ul>

.....END.....