

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION TYPE CERTIFICATE DATA SHEET P23NE	TCDS NUMBER P23NE REVISION: 1 Panstwowe Zaklady Lotnicze "PZL-Warszawa-Okecie" Model: US-133000 March 12, 2007
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Propellers of models described herein conforming with this data sheet (which is part of Type Certificate Number P23NE) 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 manuals and other approved instructions.

Type Certificate (TC) Holder: PANSTWOWE ZAKLADY LOTNICZE "PZL-Warszawa-Okecie"
Al. Krakowska 110/114 Warsaw, Poland

Type Constant Speed; Hydraulic (see Notes 3 and 4).

Engine Flange PZL DRG.

Hub Material Steel

Blade Material Aluminum Alloy

Number of Blades 4

Design Series US-133000

Blades (See Note 2)	MAXIMUM CONTINUOUS		< TAKEOFF >		NOMINAL DIAMETER	APPROX MAXIMUM WEIGHT COMPLETE (Reference Only)
	HP	RPM	HP	RPM		
US-133500	550 (404kw)	1,435	600 (445kw)	1,540	122" (310 cm)	230 LB (104kg)

Certification basis The U.S. certification basis determined under Section 21.29 of the 14 CFR Part 21 and Bilateral Airworthiness Agreement between the United States and the Polish Central Administration of Civil Aviation (CACA) is FAR 35, effective February 1, 1965, Amendments 35-1 to 35-5, inclusive.

The FAA validated this product under U.S. Type Certificate Number P23NE. Effective September 28, 2003, the European Aviation Safety Agency (EASA) began oversight of this product on behalf of the Polish People's Republic.

TC (Import) No. None

TC Application Date 01/10/85

TC Issued 01/15/91

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 Polish People's Republic on behalf of the European Community which contains the following language:

(1) This propeller conforms to its United States type design (TC No. P23NE) and is in a condition for safe operation.

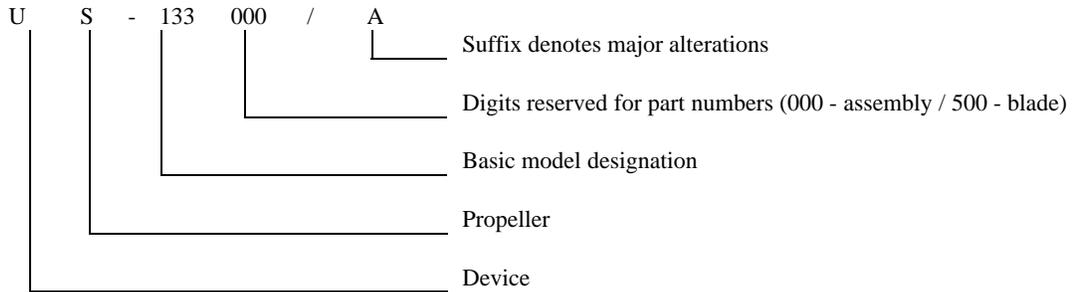
(2) This propeller has been subjected by the manufacturer to a final operational check and is in a proper state of airworthiness. Reference FAR Section 21.500 which provides

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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 serialized number of a complete PZL propeller assembly constitutes a model designation.



NOTE 2. Blade Model Designation: PZL propeller blades are identified by a serialized part number only (see Note 1).

NOTE 3. Pitch control PZL Governor 0719-812-008. (anti clockwise)

NOTE 4. (a) Feathering Not applicable
(b) Reversing Not applicable

NOTE 5. 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: Not applicable
(b) Spinners: Not applicable

NOTE 8. Blade Shank Cuffs Not applicable

NOTE 9. Special Limits The propellers listed in this certificate are approved from a vibration standpoint only for use in the engine aircraft combination listed below:

PROPELLER MODEL	ENGINE MODEL	AIRCRAFT MODEL	PLACARDS
US-133000	PZL-3SR (PEZETEL)	PZL-106 "KRUK"	Avoid Continuous Operation between 1700 and 1800 RPM.

NOTE 10. Special Notes: Aircraft installations must be approved as part of the aircraft type certification 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 Polish People's Republic. 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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