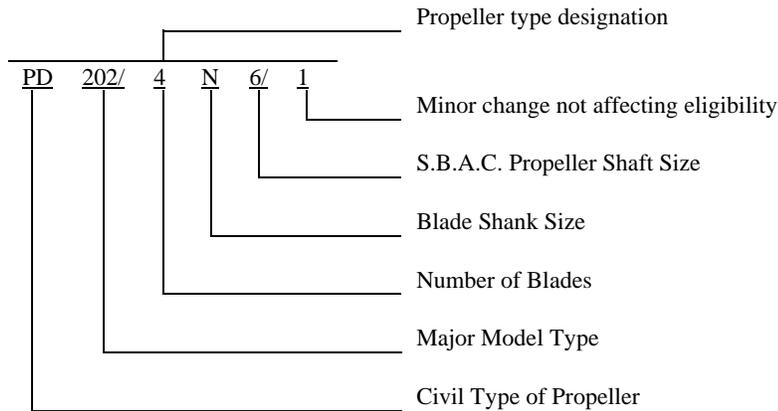
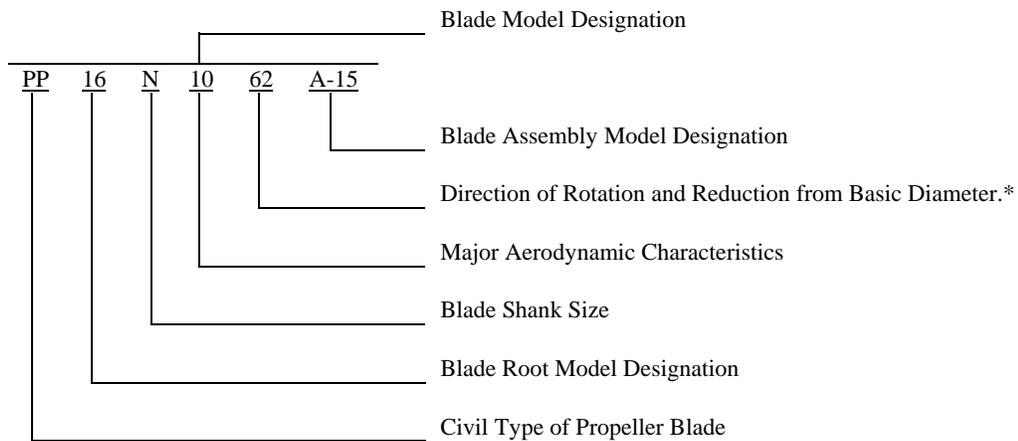


NOTE 1. Propeller Type Designation.



<u>Propeller Type</u>	<u>Blade Assembly Numbers</u>	<u>Cuff Standard</u>	<u>Plating Standard</u>
PD202/4N6/1	PP16N1062A-8	Hard Rubber	Zinc
PD202/4N6/1	PP16N1062A-11	Hard Rubber	Zinc
PD202/4N6/1	PP16N1062A-14	Soft Rubber	Zinc
PD202/4N6/2	PP16N1062A-12	Hard Rubber	Nickel
PD202/4N6/2	PP16N1062A-15	Soft Rubber	Nickel

NOTE 2. Blade Assembly Designation



*Numbers 00 indicate a right hand rotation.
 Numbers 50 indicate a left hand rotation.
 The reduction from basic diameter in inches is added to the above numbers, so that 62 corresponds to 12 ins. reduction from the basic blade diameter with a left hand rotation.

NOTE 3. Pitch Control. Eligible with de Havilland Constant Speed Unit Governor only.

- NOTE 4. (a) Feathering. Eligible with full feathering control installed in accordance with the propeller manufacturer's instructions.
 (b) Reversing. Eligible with reversing controls installed in accordance with the manufacturer's instructions.

NOTE 5. Not applicable.

NOTE 6. Interchangeable Blades. None.

NOTE 7. Accessories.

- (1) Propeller Deicing. Eligible only with de Havilland electrical deicing equipment installed in accordance with the manufacturer's instructions. Weight per propeller, 44 lb.
- (2) Propeller Spinner. Eligible with spinner supplied by de Havilland Propellers. Weight, 25-1/2 lb.

NOTE 8. Not applicable.

NOTE 9. Approved Installations.

Propellers listed in this data sheet are approved only for use in the engine-aircraft combinations shown below:

<u>Propeller Model</u>	<u>Aircraft Model</u>	<u>Engine Model</u>	<u>FAA Data Sheet</u>	
			<u>Aircraft</u>	<u>Engine</u>
*PD202/4N6/1 & 2	Britannia 305	Proteus 756	7A2	E-296

*This approval is conditioned upon the following r.p.m. limitations being observed:

Ground running: Continuous operation prohibited between 590 and 750 propeller r.p.m.
 Flight: Continuous operation prohibited between 530 and 680 propeller r.p.m.

NOTE 10. 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.

...END...