

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION TYPE CERTIFICATE DATA SHEET P10EU	TCDS NUMBER P10EU REVISION: 1 Centrum NPSL PZL-Warszawa Model: US-122000 March 12, 2007
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Propellers of models described herein conforming with this Data Sheet (which is part of Type Certificate No. P10EU) 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 manual and other approved instructions.

Type Certificate Holder Centrum Naukowo-Produkcyjne
 Samolotow Lekkich
 "PZL-Warszawa"
 Warszawa, Al.Krakowska 110/114
 Poland

Type Constant speed, hydraulic (see NOTE 3)
 Engine flange PZL Drawing 14-10-532
 Hub material Steel
 Blade material Wood
 Number of blades 2
 Hub model eligible W-530

<u>Blades eligible</u> (See NOTE 2)	<u>Maximum Continuous</u>		<u>Takeoff</u>		<u>Nominal Diameter Limits</u>		<u>Approx. Max. Wt. Complete</u> (for reference only)
	HP	RPM	HP	RPM	FT / IN	(m)	
US-122100	233	1615	271	1850	8' 8-1/3"	2.650	90 lbs.

Certification basis FAR 21.29 and FAR Part 35 effective February 1, 1965 with amendments 35-1 through 35-3.

The FAA validated this product under U.S. Type Certificate Number P10EU. 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 March 23, 1978

TC Issued January 23, 1981

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. P10EU) 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

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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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