

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION TYPE CERTIFICATE DATA SHEET 7P3	7P3 REVISION: 3 de HAVILLAND MODEL/S: PD-/476/- March 12, 2007
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Propellers of models described herein conforming with this data sheet (which is a part of type certificate No. 7P3) and other approved data on file with the Federal Aviation Agency, meet the minimum standards for use in certificated aircraft in accordance with pertinent aircraft data sheets and applicable portions of the Civil Air Regulations provided they are installed, operated and maintained as prescribed by the approved manufacturer's manuals and other approved instructions.

Type Certificate Holder Hawker Siddeley Dynamics Limited
 Manor Road
 Hatfield, Hertfordshire, England

Type Constant speed; hydraulic (See NOTES 3 and 4)
 Engine shaft No. 6 S.B.A.C.
 Hub material Steel
 Blade material Solid aluminum alloy
 Number of blades 4
 Propeller types eligible PD228 (See NOTE 1)

Blade Assemblies Eligible (See NOTES 1 & 2)	Maximum Continuous		Takeoff		Nominal Diameter	Hub and Blade Weight
	HP	RPM	HP	RPM		
PPR1071150SA-X	4435	902	5095	976	16'0"	1025 lb.

Certification basis CAR 10. Type Certificate No. 7P3.

The FAA validated this product under U.S. Type Certificate Number 7P3. 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: None

TC Application Date: February 16, 1959

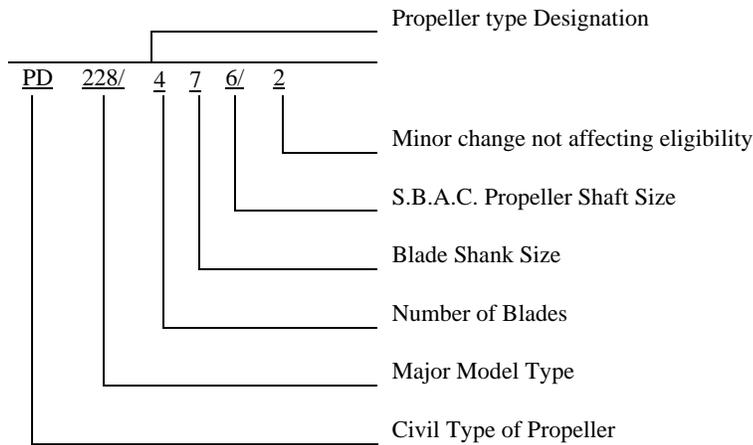
TC Issued : May 17, 1961

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:

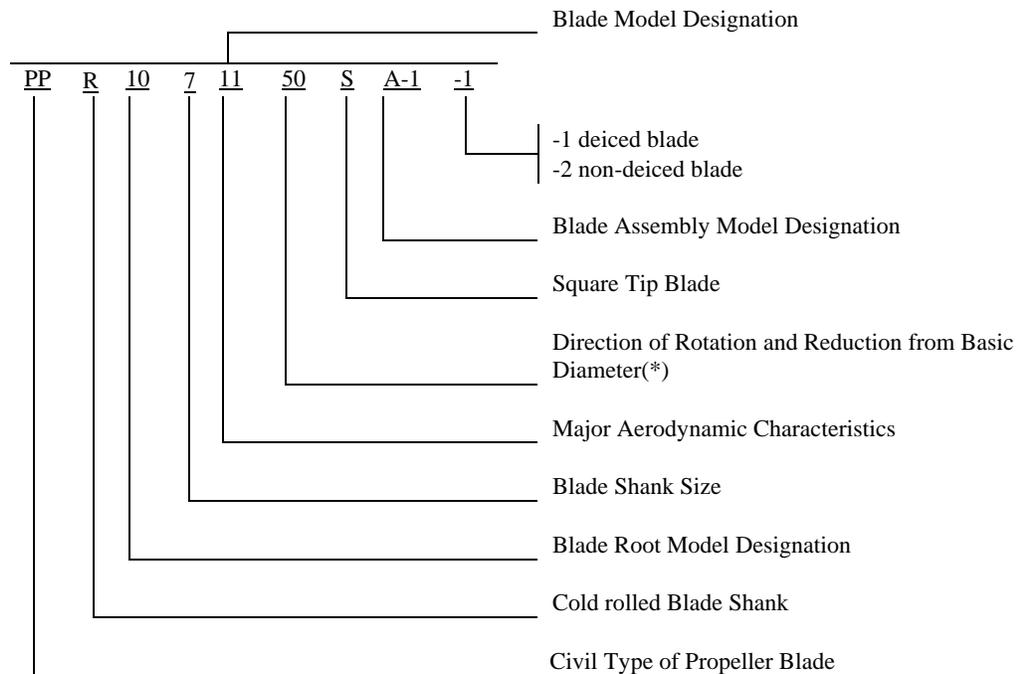
- (1) This propeller conforms to its United States type design (TC No. 7P3) and is in a condition for safe operation.
- (2) This propeller has been subjected by the manufacturer to a final operational check and is in a proper state of airworthiness. Reference FAR Section 21.500 which provides for the 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 .Each individually imported propeller and replacement parts must be accompanied by the pertinent Inspection Certificate and Approved Certificate and be clearly identified as imported.

NOTE 1. Propeller Type Designation.

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NOTE 2. Blade Assembly Designation.



*Numbers 00 indicate a right hand rotation.
Numbers 50 indicate 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 with de Havilland electrical deicing equipment installed in accordance with

the manufacturer's instructions. Weight per propeller 22 lb.

(2) Propeller Spinner. Eligible with spinner supplied by de Havilland propellers. Weight, 52 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 Type Certificate Data Sheet</u>	
			<u>Aircraft</u>	<u>Engine</u>
PD228/476/2	CL44-D-4	Rolls-Royce Tyne 515	1A20	E-311

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.

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