

EASA Certification Information

No.: 2019-43

Issued: 08 November 2019

Subject: **Acceptance of surrender of UK CAA (formerly known as UK ARB) Type Certificates for the GE Aviation Systems Ltd. t/a Dowty Propellers, R175, R187 and R350 propeller types**

Type Certificates No.:

- Air Registration Board approval letter, dated 9th September 1957 for the R175 propeller type
- UK CAA approval letter, dated 4th September 1961 for the R187 propeller type
- UK CAA Type Certificate No. UK 111, dated 11th September 1990 for the R350 propeller type

Issued by: United Kingdom Civil Aviation Authority (formerly known as United Kingdom Air Registration Board)

EASA Type Certification for the R175, R187 and R350 propeller types is granted in accordance with Article 3, point 1(a)(i) of Commission Regulation (EU) No. 748/2012¹ based on the above referenced UK CAA type certification of these propeller types.

Type Certificate Holder:

GE AVIATION SYSTEMS LTD
T/A DOWTY PROPELLERS
ANSON BUSINESS PARK
CHELTENHAM ROAD EAST
GLOUCESTER, GL2 9QN
UNITED KINGDOM

EASA DOA No.: EASA.21J.008

Background: GE Aviation Systems Ltd. t/a Dowty Propellers, as current holder of the Type Certificates for the R175 propeller type, the R187 propeller type and the R350 propeller type, has requested EASA to delete the R175, R187 and R350 propeller types from the EASA List of Products².

The R175 propeller is known to have been installed on Fokker F27 Mk 100 aeroplanes. The known last example was listed as still being active with the Finnish Airforce, but no

¹ [Commission Regulation \(EU\) No 748/2012 of 03/08/2012 laying down implementing rules for the airworthiness and environmental certification of aircraft and related products, parts and appliances, as well as for the certification of design and production organisations](#) (OJ L 224, 21.08.2012, p.1)

² <https://www.easa.europa.eu/download/easa-product-lists/EASA-PRODUCT-LIST-Propellers.pdf>

longer appears on any aircraft register.

The R187 propeller is known to have been installed on Handley Page Herald aeroplanes. The R187 propeller was withdrawn from service in 1999, pre-dating the establishment of EASA. It is assumed that the inclusion of this propeller type on the EASA List of Products was an oversight and should have been noted years ago.

The R350 propeller is known to have been installed on Grumman Tracker S-2T aeroplanes that were only ever operated by the Republic of China (Taiwan) Air Force and Navy, and all aircraft were withdrawn from service at least 2 years ago.

GE Aviation Systems Ltd. t/a Dowty Propellers has informed EASA, that to the best of their believes, the R175, R187 and R350 propeller types are no longer in operation and that consequently GE Aviation Systems Ltd. t/a Dowty Propellers wishes to surrender the Type Certificates for the R175, R187 and R350 propeller types.

On 04th June 2019, EASA published on the EASA website for public consultation the [EASA Certification Information 2019-16](#) to inform any natural or legal person to whom the intended surrender of the above mentioned Type Certificates could be of direct and individual concern as well as to any other possible interested persons in accordance with the applicable EASA administrative procedures. The Agency has received no comments related to this public consultation by the deadline of 4th July 2019.

After satisfactory evaluation of the surrender request, EASA decided to accept the request and to cancel the UK CAA Type Certificates and related Type Certificate Data Sheets in accordance with the applicable administrative procedures established by EASA³.

EASA has notified the acceptance of the surrender of the Type Certificate for the R175 propeller type, the Type Certificate for the R187 and the Type Certificate for the R350 propeller type to the Type Certificate Holder on 8th November 2019.

From that date, the Type Certificate for the R175 propeller type, the Type Certificate for the R187 propeller type and the Type Certificate for the R350 propeller type are invalid pursuant to Article 21.A.51(a)(2) of the Annex I (Part 21) to Commission Regulation (EU) No. 748/2012.

Following this decision, EASA will re-issue to GE Aviation Systems Ltd. t/a Dowty Propellers the DOA Terms of Approval with the updated list of valid certified products.

Consequences: Any aircraft registered in an EU Member State on which the propeller has been installed will no longer be eligible for a normal Certificate of Airworthiness according to Article 14(c) of Regulation (EU) No. 2018/1139⁴.

³ EASA procedure PR.TOC.00001 on Transfer or surrender of a product certificate (<http://www.easa.europa.eu/document-library/internal-certification-working-procedures/transfer-or-surrender-product-certificate>)

⁴ Regulation (EU) 2018/1139 of the European Parliament and of the Council of 4 July 2018 on common rules in the field of civil aviation and establishing a European Union Aviation Safety Agency, and amending Regulations (EC) No 2111/2005, (EC) No 1008/2008, (EU) No 996/2010, (EU) No 376/2014 and Directives 2014/30/EU and 2014/53/EU of the European Parliament and of the Council, and repealing Regulations (EC) No 552/2004 and (EC) No 216/2008 of the European Parliament and of the Council and Council Regulation (EEC) No 3922/91 (OJ L 212, 22.08.2018, p. 1).



For aircraft registered outside the EU on which the propeller has been installed, operators should contact their State of Registry for a decision on the continuing validity of any certificates they have issued.

Contact:

Any request, query or comment should be sent to:

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