U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION TYPE CERTIFICATE DATA SHEET TP4BO	TCDS NUMBER TP4BO REVISION 2 MT-PROPELLER COMPANY MODEL: MTV-3 March 2, 2007

Propellers of models described herein confirming with this data sheet (which is this Type Certificate No. TP4BO) and other approved data on file with the Federal Aviation Administration, meet the minimum standards for use in certified 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 approved manufacturer's manual and other approved instructions.

TYPE CERTIFICATE HOLDER	MT-Propeller Entwicklung GmbH Airport Straubing-Wallmuhle D-94348 Atting Germany
TYPE	Constant speed; hydraulic (See Notes 3 and 4)
ENGINE SHAFT	AS-127-D, SAE No. 2 mod., 1/2" mounting bolts
HUB MATERIAL	Aluminum alloy
BLADE MATERIAL:	Laminated wood composite structure, epoxy-fibre glass cover, with metal tipping
Hubs:	See Note 1 of this TCDS.
NUMBER OF BLADES	3
DESIGN SERIES	MTV - 3 - B

HUB-TYPE MTV-3--	BLADES See Notes 2 & 6	MAXIMUM CONTINUOUS HP/KW	RPM	<TAKE OFF> HP/KW	RPM	NOMINAL DIAMETER	BLADE TWIST Min	Max.T	APPROXIMATE WEIGHT.
B or D	200 - 01 to 193 - 01	304 224	2700	304 224	2700	76-79 in 193-200 cm	5	50	64 lbs. 29 kg.
B or D	250 - 21 to 240 - 21	360 265	1910	290 213	1580	94.5-98.5 in. 240-250 cm.	5	50	76.0 lbs. 34.5 kg.

The limits of the blade twist are defined between .20 and 1.00 blade radius.

CERTIFICATION BASIS: The U.S. certification basis determined under Section 21.29 of the FAR and Bilateral Airworthiness Agreement between the United States and the Federal Republic of Germany is FAR 35, effective February 1, 1965, Amendments 35-1 to 35-6, inclusive.

Luftfahrt-Bundesamt (LBA) originally type certificated this propeller under its type certificate Number 32.130/54. The FAA validated this product under U.S. Type Certificate Number TP4BO. Effective September 28, 2003, the European Aviation Safety Agency (EASA) began oversight of this product on behalf of the Federal Republic of Germany.

TC (IMPORT) NO. LBA-Data Sheet No. 32.130/54

TC APPLICATION DATE: October 5, 1992

TC ISSUED: July 16, 1993

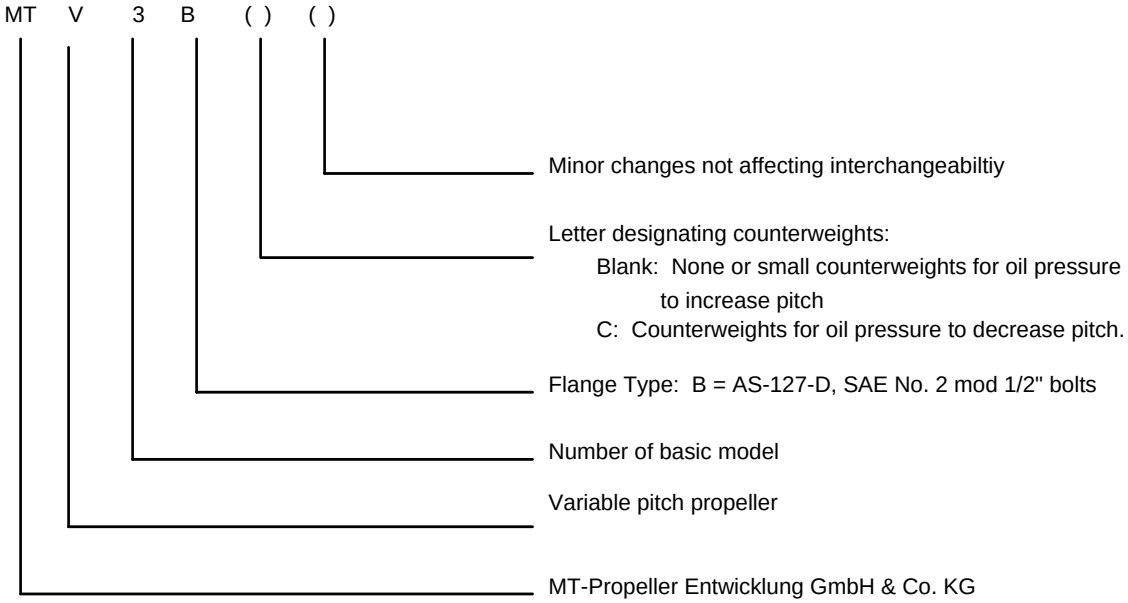
IMPORT REQUIREMENTS: To be considered eligible for installation on U.S. registered aircraft, each propeller to be exported to the United States shall be accompanied by a Certificate of Airworthiness for export endorsed by the LBA on behalf of the European Community which contains the following language:

(1) This propeller conforms to its United States type design (Type Certificate number TP4BO) and is in a condition for safe operation.

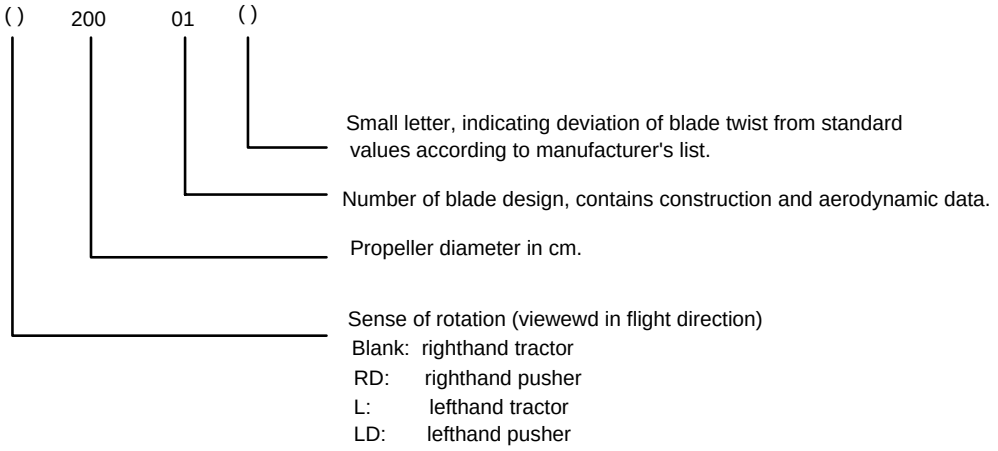
(2) This propeller has been subjected by the manufacturer to a final operational check and is in a proper state of airworthiness. Reference FAR Section 21.500 which provides for the airworthiness acceptance of aircraft engines or propellers manufactured outside the U.S. for which a U.S. type certificate 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.

NOTES

NOTE 1: HUB MODEL DESIGNATION:



NOTE 2. BLADE MODEL DESIGNATION



NOTE 3:	Pitch Control	Woodward ( ) -210 688, ( ) -210 988, ( ) -210 778, ( ) -210 680, ( ) -210 931, -Suchoi Design R2, Series 4, and Hartzell F-6-( ) For additional models see FAA-approved parts list of MT-Propeller.
NOTE 4:	(a) Feathering	Not applicable
	(b) Reversing:	Not applicable
NOTE 5:	Right & left-hand Models:	A version of the approved model with opposite hand rotation is approved at the same rating and diameter limitations.
NOTE 6:	Interchangeability:	Not applicable
NOTE 7:	Accessories:	(a) Propeller deicing: Goodrich Kit 67-515 or 67-615 installed in accordance with Goodrich Manual 70-04-700-( ) for additional models see FAA-approved parts list of MT-Propeller.
		(b) Propeller spinner: MT Propeller part P-030 Spinner. For additional Models see FAA approved parts list of MTV - 3 - Propeller
NOTE 8:	Shank fairings:	Not applicable
NOTE 9:	Special limits:	Not applicable
NOTE 10:	Special notes:	(a) Aircraft installations must be approved as part of the aircraft type certificate and demonstrate compliance with the applicable aircraft airworthiness requirements.
		(b) A torque moment check of blade lag screws every 200 hours or once per year, whichever is sooner, is required in accordance with MT-Propeller service instructions. Enter inspection findings and lag screw torque values in propeller log book. This is applicable to propellers used in acrobatic flight. all other propellers are to be operated within the limits of the MT-Propeller Operation and Instruction Manual (E-124) and adhere to the TBO limits shown in Service Bulletin No. 1(p).

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 LBA. 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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