

Effective September 28, 2003, the European Aviation Safety Agency (EASA) began oversight of this product on behalf of the Federal Republic of Germany.

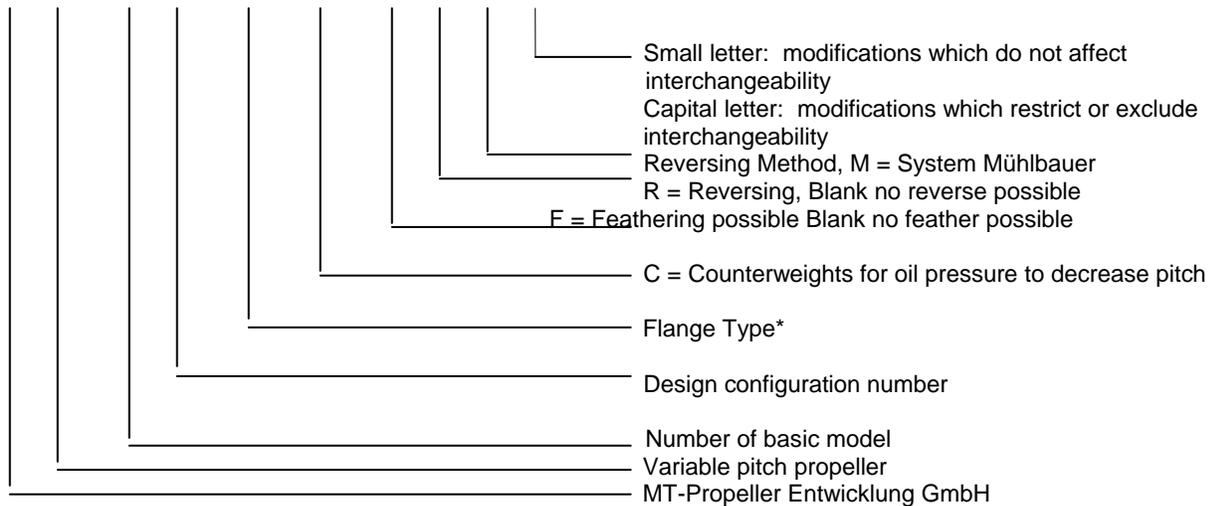
TC (IMPORT) NO. LBA-Data Sheet No. 32.130/65
 TC APPLICATION DATE: 08/17/90
 TC ISSUED 11/13/91; Revised 7/17/98, 02/05/01; 12/17/02, 5/29/03, 09/03/03, 04/07/04
 IMPORT REQUIREMENTS: To be considered eligible for installation on U.S. registered aircraft, each propeller to be exported to the United States 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 P24NE) 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:

MT V - 9 - () - B - () - () - () - ()

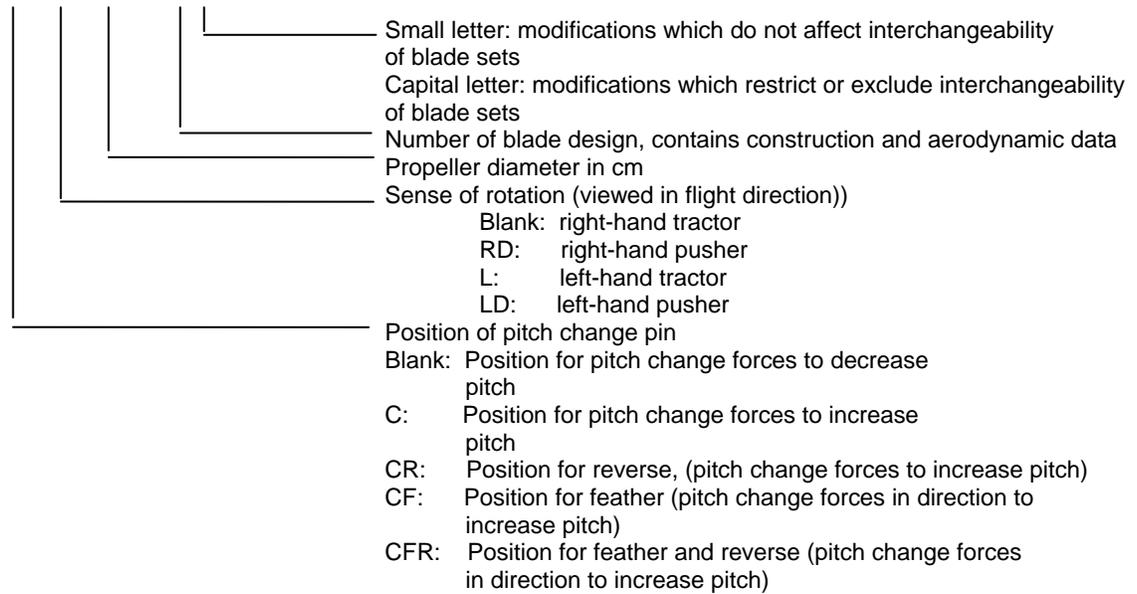


* Flange

- B = AS-127-D, SAE No. 2 mod., 1/2" mounting bolts
- D = ARP 502
- E = ARP 880
- K = 135 mm (5.3 inch) bolt circle diameter with 6 bolts, 9/16" each (applicable for M-14 engines)

NOTE 2: BLADE MODEL DESIGNATION:

() () 200 - 15 ()



NOTE 3: Pitch Control: Pitch control is accomplished by a standard governor or by the MT-Propeller Hydraulic Propeller Governor Installation, P-480-() or P-9()()-() for the reversing option -R(M). Applicable standard governors are published in the FAA-approved list MT-Propeller Service Bulletin No. 14.

The P-480-() or P-9()()-() is a single acting pump governor, but dual pressure system design enables the hydraulically variable pitch MT-propellers to operate with reverse capability. P-480-() or P-9()()-() governors also incorporates feathering capability. Time Between Overhauls (TBO) for P-480-() or P-9()()-() governor is published in the MT-Propeller Service Bulletin No. 1().

NOTE 4: (a) Feathering: Model incorporates feathering and unfeathering features by means of counterweights and springs with governor operation.
 (b) Reversing: Model also incorporates reversing feature by P-480-() or P-9()()-() ggovernors.

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 Spinners: According to FAA-approved list published in MT-Propeller Service Bulletin No. 13.
 (b) Propeller Governors: According to FAA-approved list published in MT- Propeller Service Bulletin No. 14.
 (c) Deicing Systems: According to FAA-approved list published in MT-Propeller Service Bulletin No. 15.

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) All MTV-9 propellers are to be operated within the limits of MT-Propeller Operation and Installation Manual No.E-124 for non reversible propellers and No. E-504 for reversible propellers, and adhere to the TBO-limits shown in Service Bulletin No. 1().
 - (c) Propeller maintenance, on overhaul, and airworthiness limitations shall be accomplished in accordance with MT-Propeller Overhaul Manual No. E-220 for non reversible propellers and No. E-519 for reversible propellers, latest revision.
- 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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