

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION TYPE CERTIFICATE DATA SHEET P23BO	P23BO REVISION: 2 MT-PROPELLER COMPANY MODEL: MTV-15-() August 20, 2007
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Propellers of models described herein conforming with this data sheet (which is part of Type Certificate No. P23BO) 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 manuals and other approved instructions.

TYPE CERTIFICATE HOLDER MT-Propeller Entwicklung GmbH
 Flugplatzstrasse 1
 D-94348 Atting
 Germany

TYPE Hydraulic constant speed propeller (See Note 3)

ENGINE SHAFT See Note 1 of this TCDS

HUB MATERIAL Aluminum alloy

BLADE MATERIAL 0X- to 3XX-Series Blades (see Note 2 of this TCDS): Laminated wood composite structure, composite fiber cover, with leading edge and erosion protection
 4XX-Series Blades (see Note 2 of this TCDS): Aluminum alloy

HUBS See Note 1 of this TCDS

NUMBER OF BLADES 2 (two)

DESIGN SERIES MTV-15-B, -C, -D

HUB-TYPE MTV-15 See Note 1	BLADES See Notes 2 & 6	MAXIMUM CONTINUOUS		<TAKE OFF>		NOMINAL DIAMETER				BLADE TWIST *)		APPROXIMATE WEIGHT **) (***)	
		HP(kW)	RPM	HP (kW)	RPM	inch	cm	inch	cm	Min	Max	lbs.	kg
	()-02	300 (224)	2700	300 (224)	2700	82.7	210	68.9	175	5	50	46	21
	()-11	300 (224)	2700	300 (224)	2700	82.7	210	68.9	175	5	50	46	21
	()-14	300 (224)	2700	300 (224)	2700	82.7	210	68.9	175	5	50	46	21
	()-15	300 (224)	2700	300 (224)	2700	82.7	210	68.9	175	5	50	46	21
	()-18	300 (224)	2700	300 (224)	2700	82.7	210	68.9	175	5	50	46	21

*) The limits of the blade twist are defined between .20 and 1.00 blade radius.
 **) Propellers with the option "Feather" are 7.7 lbs. (3.5 kg) heavier.
 ***) Propellers with the option "Feather and Reverse" are 9.9 lbs. (4.5 kg) heavier.

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HUB-TYPE MTV-15 See Note 1	BLADES See Notes 2 & 6	MAXIMUM CONTINUOUS		<TAKE OFF>		NOMINAL DIAMETER				BLADE TWIST)		APPROXI- MATE WEIGHT **), (***)	
		HP(kW)	RPM	HP (kW)	RPM	Max		Min		Min	Max	lbs.	kg
	()-20	300 (224)	2700	300 (224)	2700	82.7	210	68.9	175	5	50	46	21
	()-21	300 (224)	2700	300 (224)	2700	82.7	210	68.9	175	5	50	46	21
	()-22	300 (224)	2700	300 (224)	2700	82.7	210	68.9	175	5	50	46	21
	()-25	300 (224)	2700	300 (224)	2700	82.7	210	68.9	175	5	50	46	21
	()-26	300 (224)	2700	300 (224)	2700	82.7	210	68.9	175	5	50	46	21
	()-27	300 (224)	2700	300 (224)	2700	82.7	210	68.9	175	5	50	46	21
	()-29	300 (224)	2700	300 (224)	2700	82.7	210	68.9	175	5	50	46	21
	()-33	300 (224)	2700	300 (224)	2700	82.7	210	68.9	175	5	50	46	21
	()-34	300 (224)	2700	300 (224)	2700	82.7	210	68.9	175	5	50	46	21
	()-35	300 (224)	2700	300 (224)	2700	82.7	210	68.9	175	5	50	46	21
	()-37	300 (224)	2700	300 (224)	2700	82.7	210	68.9	175	5	50	46	21
	()-42	300 (224)	2700	300 (224)	2700	82.7	210	68.9	175	5	50	46	21
	()-43	300 (224)	2700	300 (224)	2700	82.7	210	68.9	175	5	50	46	21
	()-45	300 (224)	2700	300 (224)	2700	82.7	210	68.9	175	5	50	46	21
	()-46	300 (224)	2700	300 (224)	2700	82.7	210	68.9	175	5	50	46	21
	()-50	300 (224)	2700	300 (224)	2700	82.7	210	68.9	175	5	50	46	21
	()-52	300 (224)	2700	300 (224)	2700	82.7	210	68.9	175	5	50	46	21
	()-55	300 (224)	2700	300 (224)	2700	82.7	210	68.9	175	5	50	46	21
	()-58	300 (224)	2700	300 (224)	2700	82.7	210	68.9	175	5	50	46	21

HUB-TYPE MTV-15 See Note 1	BLADES See Notes 2 & 6	MAXIMUM CONTINUOUS		<TAKE OFF>		NOMINAL DIAMETER				BLADE TWIST *)		APPROXI- MATE WEIGHT **), (***)	
		HP(kW)	RPM	HP (kW)	RPM	inch	cm	inch	cm	Min	Max	lbs.	kg
	()-61	300 (224)	2700	300 (224)	2700	82.7	210	68.9	175	5	50	46	21
	()-62	300 (224)	2700	300 (224)	2700	82.7	210	68.9	175	5	50	46	21
	()-63	300 (224)	2700	300 (224)	2700	82.7	210	68.9	175	5	50	46	21
	()-65	300 (224)	2700	300 (224)	2700	82.7	210	68.9	175	5	50	46	21
	()-66	300 (224)	2700	300 (224)	2700	82.7	210	68.9	175	5	50	46	21
	()-67	300 (224)	2700	300 (224)	2700	82.7	210	68.9	175	5	50	46	21
	()-102	300 (224)	2700	300 (224)	2700	82.7	210	68.9	175	5	50	46	21
	()-103	300 (224)	2700	300 (224)	2700	82.7	210	68.9	175	5	50	46	21
	()-104	300 (224)	2700	300 (224)	2700	82.7	210	68.9	175	5	50	46	21
	()-109	300 (224)	2700	300 (224)	2700	82.7	210	68.9	175	5	50	46	21
	()-121	300 (224)	2700	300 (224)	2700	82.7	210	68.9	175	5	50	46	21
	()-402	300 (224)	2700	300 (224)	2700	80.3	210	68.9	175	5	50	55	25

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

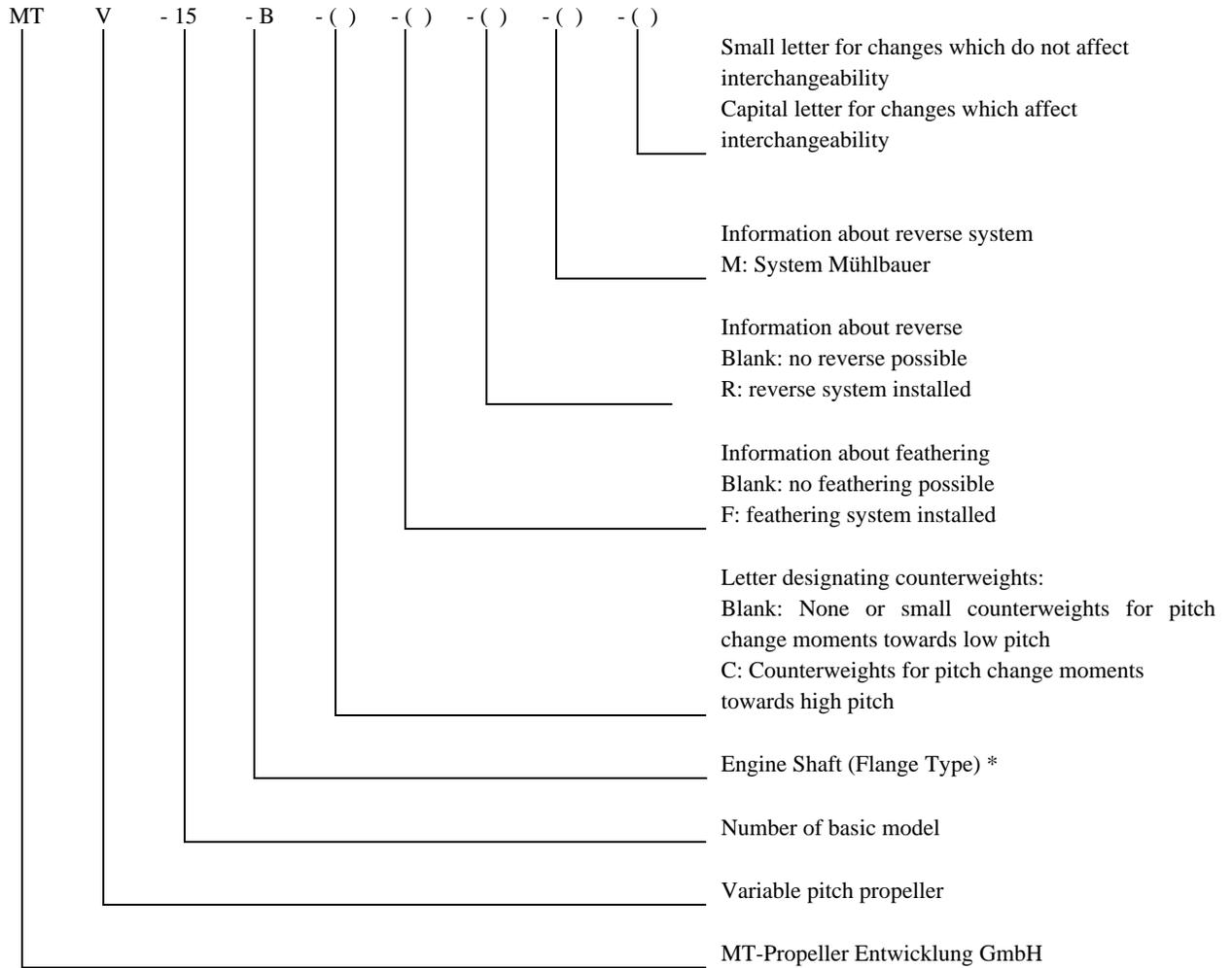
**) Propellers with the option "Feather" are 7.7 lbs. (3.5 kg) heavier.

***) Propellers with the option "Feather and Reverse" are 9.9 lbs. (4.5 kg) heavier.

CERTIFICATION BASIS	<p>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.</p> <p>European Aviation Safety Agency (EASA) type certificated this propeller under type certificate EASA P.098. The FAA validated this product under U.S. Type Certificate Number P23BO. Effective September 28, 2003, the European Aviation Safety Agency (EASA) began oversight of this product on behalf of the Federal Republic of Germany.</p>
TC (IMPORT) NO.	LBA-Data Sheet No. 32.130/70, EASA Type Certificate P.098 since May 03, 2007
TC APPLICATION DATE	June 24, 2002
TC ISSUED	August 14, 2002
IMPORT REQUIREMENTS	<p>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:</p> <ol style="list-style-type: none">(1) This propeller conforms to its United States type design (Type Certificate number P23BO) 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

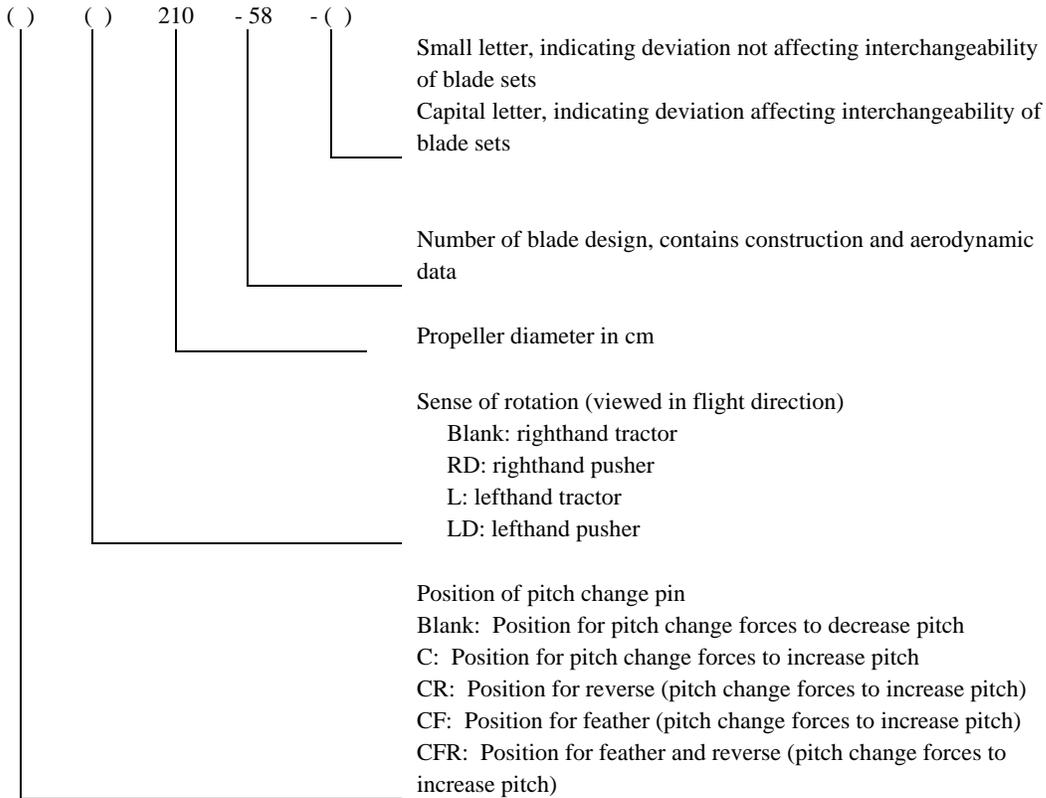
NOTE 1: HUB MODEL DESIGNATION



***Engine shaft (Flange type)**

- B = AS-127-D, SAE No, 2 mod., 1/2" mounting bolts
- C = AS-127-D, SAE No, 2 mod., 7/16" mounting bolts
- D = ARP 502

NOTE 2: BLADE MODEL DESIGNATION



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. The P-480-() or P-9() ()-() governor also incorporates feathering capability. Time Between Overhauls (TBO) for the P-480-() or P-9() ()-() governor is published in 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 incorporate reversing feature by P-480-() or P-9() ()-() with additional functions.

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-15 propellers are to be operated within the limits of MT-Propeller Operation and Installation Manual No. E-124 for non reversible propeller and, E-504 for reversible propeller, and adhere to the TBO-limits shown in MT-Propeller Service Bulletin No. 1().
(c) Propeller Maintenance, on overhaul, and airworthiness limitations shall be accomplished in accordance with MT-Propeller Overhaul Manual E-220 for non reversible propeller and E-519 for reversible propeller, 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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