

SUPPLEMENTAL TYPE CERTIFICATE

10055250

This Supplemental Type Certificate is issued by EASA, acting in accordance with Regulation (EC) No. 216/2008 on behalf of the European Community, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation and in accordance with Commission Regulation (EU) No. 748/2012 to:

MT-PROPELLER ENTWICKLUNG GmbH

**FLUGPLATZSTRASSE 1
94348 ATTING
GERMANY**

and certifies that the change in the type design for the product listed below with the limitations and conditions specified meets the applicable Type Certification Basis and environmental protection requirements when operated within the conditions and limitations specified below:

Original Type Certificate Number: EASA.IM.A.007

Type Certificate Holder: CIRRUS DESIGN CORPORATION

Type: CIRRUS SR-20, SR-22

Model: SR20

Description of Design Change:

Installation of 3-blade propeller MTV-12-D/188-59b on Cirrus SR20

EASA Certification Basis:

The Certification Basis (CB) for the original product remains applicable to this certificate/ approval.

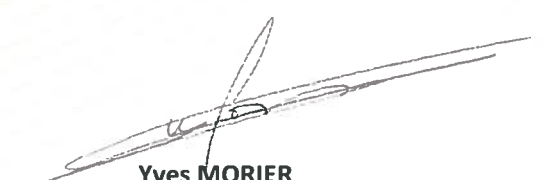
This certificate/ approval involves a change to the requirements for environmental protection or a change to the certified noise or emissions levels:

CS-36 Amdt. 3 and FAR 36 Amdt. 30

See Continuation Sheet(s)

For the European Aviation Safety Agency

Date of Issue: 09 November 2015



Yves MORIER

**Head of General Aviation and
Remotely Piloted Aircraft Systems (RPAS)**

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Associated Technical Documentation:

According to MT-Propeller Master Document List No. E-2607

To be operated in accordance with MT-Propeller AFM-S Document No. E-2603

or later revisions of the above listed documents approved by EASA.

To be installed iaw. Installation Instructions Doc. No. E-2604, or later Revisions

To be maintained i.a.w. MT-Propeller ICA Document No. E-2605, or later Revisions

Limitations/Conditions:

According limitation section of AFM-S

Prior to installation of this design change it must be determined that the interrelationship between this design change and any other previously installed design change and/ or repair will introduce no adverse effect upon the airworthiness of the product.

- End -

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