

SUPPLEMENTAL TYPE CERTIFICATE

10058942 REV. 2

This Certificate/Approval is issued by EASA, acting in accordance with Regulation (EU) 2018/1139 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 129 of that Regulation and in accordance with Commission Regulation (EU) No. 748/2012 to

MT-PROPELLER ENTWICKLUNG GmbH

FLUGPLATZSTRASSE 1
94348 ATTING
GERMANY
EASA.21J.020

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, if applicable, environmental protection requirements when operated within the conditions and limitations specified below:

Type Certificate Number: EASA.IM.A.226

Type Certificate Holder: TEXTRON AVIATION INC.

Type: 208

Model: 208, 208B

Description of Design Change:

Installation of 4-blade constant speed propeller MTV-16-1-E-C-F-R(P)/CFR250-55a on Textron/Cessna 208, 208B equipped with Pratt & Whitney PT6A-42A Engine and optional increased Gross Weight.

Installation of 5-blade constant speed propeller MTV-27-1-E-C-F-R(P)/CFR245-55a and optional maximum propeller speed reduction for noise reduction purpose on Textron/Cessna 208, 208B equipped with Pratt & Whitney PT6A-42A Engine and optional increased Gross Weight.

Installation of 5-blade constant speed propeller MTV-27-1-E-C-F-R(P)/CFR245-55a on Textron/Cessna 208, 208B equipped with Pratt & Whitney PT6A-140 Engine and optional increased Gross.

All propeller equipped optionally either with electro thermal boots or TKS de-ice protection system.

EASA Certification Basis:

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

See Continuation Sheet(s)

For the European Aviation Safety Agency

Cologne, Germany, 01 February 2019



Dominique ROLAND

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



The requirements for environmental protection and the associated certified noise and/ or emissions levels of the original product are unchanged and remain applicable to this certificate/ approval.

Associated Technical Documentation:

According to MT-Propeller Master Documentation List No. E-2823 Rev. 8;

To be operated in accordance with MT-Propeller ARM-S Document No. E-2816 Rev. 5 when the MTV-16-1-E-C-F-R(P)/CFR250-55a on the PT6A-42A engine has been installed;

To be operated in accordance with MT-Propeller AFM-S Document No. E-2891-1 Rev. 5 when the MTV-27-1-E-C-F-R(P)/CFR245-55a on the PT6A-42A engine has been installed;

To be operated in accordance with MT-Propeller AFM-S Document No. E-2891-2 Rev. 5 when the MTV-27-1-E-C-F-R(P)/CFR245-55a on the PT6A-42A engine with maximum propeller speed reduction for noise reduction purpose has been installed;

To be operated in accordance with MT-Propeller AFM-S Document No. E-2891-3 Rev. 1 when the MTV-27-1-E-C-F-R(P)/CFR245-55a on the PT6A-140 engine has been installed;

To be installed i.a.w. Installation Instruction Doc. No. E-2817 Rev. 3;

To be maintained i.a.w. MT-Propeller ICA Document No. E-2818 Rev. 2;

or later revisions of the above listed document(s) approved/accepted under the EASA system.

Limitations/Conditions:

According limitation section of MT-Propeller 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 -