

SUPPLEMENTAL TYPE CERTIFICATE

10070090

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: US A24CE

Type Certificate Holder: TEXTRON AVIATION INC.

Type: Beechcraft A100/200/300/1900

Model: 1900, 1900C, 1900D

Description of Design Change:

MTV-27-() on Beech 1900

Installation of MTV-27-() propeller on the Beech 1900, 1900C & 1900D aircraft models.

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.

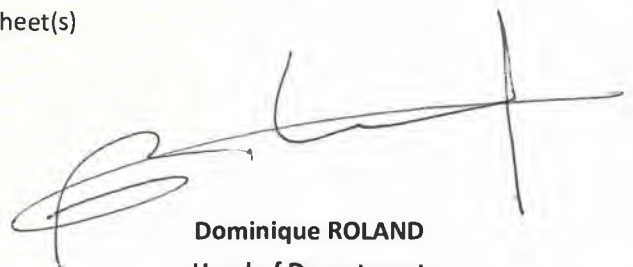
Associated Technical Documentation:

- According to MT-Propeller Master Documentation List No. E-3384 Rev. 0
- To be operated in accordance with MT-Propeller AFM-S Document No. E-3386 Rev. 0
- To be installed i.a.w. Installation Instruction Doc. No. E-3387 Rev. 0
- To be maintained i.a.w. MT-Propeller ICA Document No. E-3388 Rev. 0

See Continuation Sheet(s)

For the European Aviation Safety Agency

Cologne, Germany, 03 June 2019



Dominique ROLAND
Head of Department
General Aviation

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

- End -