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INSTRUCTIONS FOR CONTINUED AIRWORTHINESS

E-2096

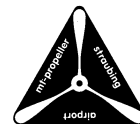
**MT-PROPELLER
MTV-27-1-E-C-F-R(P)/CFR245-55a**

ON

**CESSNA AIRCRAFT COMPANY
208 and 208B**

Approved by the EASA as part of STC Number:
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Published By:
MT-Propeller Entwicklung GmbH (DOA No. EASA.21J.020)
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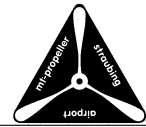


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Log of revisions

Rev. No.	Pages Revised	Description of Revision	Date	Approved by
0	All	Initial Issue	February 28, 2012	EASA
1	All	Updated to latest standard of MT-Propeller ICAs	June 23, 2026	MT-Propeller

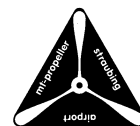
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1. INTRODUCTION

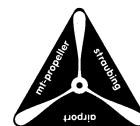
This document outlines the compliance with CS and FAR 23.1529 “Instructions for Continued Airworthiness” MT-Propeller Entwicklung GmbH MT-Propeller model MTV-27-1-E-C-F-R(P)/CFR245-55a on Cessna 208 and 208B. Modification of Cessna 208 and 208B with this STC obligates the airplane operator to include the maintenance information provided by this document in the Operator’s Aircraft Maintenance Manual and the Operator’s Aircraft Scheduled Maintenance Program.

APPLICABLE MANUALS

Airplane Maintenance Manual, latest revision.
MT-Propeller Installation Instruction Doc. E-2095, latest revision.
MT-Propeller Operation and Installation Manual Doc. No. ATA 61-06-10 (E-610), latest revision.
EASA approved Airplane Flight Manual Supplement Doc. No. E-2105, latest revision.
BF Goodrich Component Maintenance Manual No. ATA 30-61-01, latest revision.
BF Goodrich Installation & Maintenance Manual No. ATA 30-60-02, latest revision.
BF Goodrich Report No. 68-04-714, latest revision.
BF Goodrich Report No. 68-04-712C, latest revision.

APPLICABLE SERVICE BULLETINS / SERVICE LETTERS / SERVICE INSTRUCTIONS

MT-Propeller Service Bulletin No. 1AJ or a later revision (Recommended TBO).
MT-Propeller Service Letter No. 32B or a later revision.
Additionally, see Note on next page.



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1. INTRODUCTION continued

Note:

Every owner should stay in close contact with his MT-Propeller Dealer or Distributor and Authorized MT-Propeller Service Shop to obtain the latest information pertaining to his propeller and its installation. MT-Propeller takes a continuing interest in having the owner get the most efficient use of his propeller and keeping it in the best mechanical condition. Consequently, MT-Propeller from time to time issues Service Bulletins, Service Letters and Manuals relating to the propeller and its installation. Service Bulletins are of special importance and should be complied with promptly. These are sent to dealers, distributors and latest registered owners. Service Letters deal with products improvements and service hints pertaining to the propeller and its installation. These are sent to dealers, distributors and occasionally (at the factory's discretion) to latest registered owners. If an owner is not having his propeller serviced by an Authorized MT-Propeller Service Shop, he should periodically check the MT-Propeller's homepage to find out the latest information to keep his propeller up to date.

The list of valid Manuals, Service Bulletins, AD's and their latest revisions can be downloaded from the homepage of MT-Propeller (www.mt-propeller.com). or be obtained from MT-Propellers Technical Support (techsupport@mt-propeller.com).

Hardcopies can also be obtained from MT-Propeller Germany and MT-Propeller USA.

MT-Propeller Entwicklung GmbH
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2. DESCRIPTION

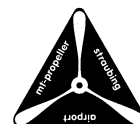
This modification removes the existing propeller with the appropriate spinner and replaces it with the 5-blade MTV-27-1-E-C-F-R(P)/CFR245-55a propeller and MT-Propeller spinner. The existing governors are retained.

3. CONTROL AND OPERATION INFORMATION

Refer to MT-Propeller Operation and Installation Manual Doc. No. ATA 61-06-10 (E-610), latest revision.

Refer to MT-Propeller Installation Instruction Doc. E-2095, latest revision.

Refer to the Airplane Flight Manual Supplement, Doc. No. E-2094, latest revision.



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4. SERVICING INFORMATION

MT-Propeller publications contain the information necessary to operate, maintain, and perform scheduled maintenance.

The list of valid MT-Propeller manuals, service bulletins and their latest revisions can be downloaded from the homepage of MT-Propeller (www.mt-propeller.com).
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In case any propeller related technical problems are observed during operation please report to the technical support of MT-Propeller (techsupport@mt-propeller.com).

Since the MT-Propeller may also pick up loose pieces of rock and debris from the ramp and runway, the blades should be checked prior to each flight for damage. The daily preflight shall include examination of the propeller blades and spinners for visible damage, cracks, grease or oil leakage, blade shake and blade angle play. Blade shake up to 1/8 inches (3 mm) and a blade angle play of 2° is allowed. No attempt should be made to dress out nicks as would be done with metal propeller blades.

The propellers may be cleaned with a mild solution of soap and water. Do not use solvents.

5. MAINTENANCE INSTRUCTIONS

See MT-Propeller Operation and Installation Manual Doc. No. ATA 61-06-10 (E-610)

See Service Letter No. 32() for in-field repairs.

Inspection intervals as published in the Airplane Maintenance Manual shall be used in accordance with the inspection procedures as published in the MT-Propeller Operation and Installation Manual Doc. No. ATA 61-06-10 (E-610), Section 6.2.

6. REMOVAL AND REPLACEMENT INFORMATION

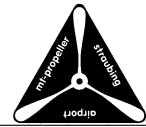
Refer to MT-Propeller Operation and Installation Manual Doc. No. ATA 61-06-10 (E-610) and MT-Propeller Installation Instruction Doc. E-2095, latest revision.

7. DIAGRAMS

See MT-Propeller Operation and Installation Manual Doc. No. ATA 61-06-10 (E-610), latest revision.

8. TROUBLESHOOTING

See MT-Propeller Operation and Installation Manual Doc. No. ATA 61-06-10 (E-610), latest revision, Section 8.



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9. LIST OF SPECIAL TOOLS

Refer to MT-Propeller Operation and Installation Manual Doc. No. ATA 61-06-10 (E-610), latest revision.

10. ADDITIONAL INFORMATION FOR COMMUTER CATEGORY AIRCRAFT

Not applicable.

11. OVERHAUL PERIODS

Overhaul is the periodic disassembly, inspection, reconditioning and reassembly of the propeller.

Currently, the recommended Time Between Overhauls (TBO) for this 5-blade MT propeller is 2000 hours or 72 month whichever occurs first, or as published in the MT-Propeller's SB No. 1(), latest revision

12. AIRWORTHINESS LIMITATIONS

No additional Airworthiness Limitations.

No mandatory replacement times for any propeller components.

The Airworthiness Limitations Section is EASA approved in accordance with Part 21A.31(a)(3) and FAR/CS/JAR 23.1529. Variations must also be approved.

The Airworthiness Limitations Section is also FAA approved and specifies maintenance required under FAR 43.16 and 91.403 of the Federal Aviation Regulations unless an alternative program has been FAA approved.

13. REVISIONS

Any revisions to this document will be logged in the Log of Revisions sheet. A black bar at the margin of a revised page shows the current change.

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