U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION TYPE CERTIFICATE DATA SHEET P00066IB	TCDS NUMBER: P00066IB REVISION: 0 MT PROPELLER COMPANY MODEL: MTV-4 DATE: January 31, 2024

Propellers of models described herein confirming with this data sheet (which is part of this Type Certificate No. P00066IB and other approved data on file with the Federal Aviation Administration, meet the minimum standards for use in certified 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 approved manufacturer's manual and other approved instructions.

TYPE CERTIFICATE HOLDER	MT-Propeller Entwicklung GmbH Flugplatzstrasse 1 94348 Atting Germany
TYPE	Variable pitch hydraulic constant speed and feather propeller (See Notes 3 and 4)
ENGINE MOUNTING	See Note 1 of this TCDS
HUB MATERIAL	Aluminum alloy
BLADE MATERIAL	Laminated wood composite structure, composite fiber cover, leading edge erosion protection
HUBS:	See Note 1 of this TCDS
NUMBER OF BLADES	4 (four)
DESIGN SERIES	MTV-4-1

HUB-TYPE MTV-4-1 See Note 1	BLADES See Notes 2 & 6	MAXIMUM CONTINUOUS		<TAKE OFF>		NOMINAL DIAMETER Max		Min		Pitch Angle *)		APPROXI-MATE WEIGHT	
		HP(kW)	RPM	HP(kW)	RPM	inch	(cm)	inch	(cm)	Min	Max	lbs.	(kg)
	-141	2200 (1641)	1355	2200 (1641)	1355	79	(200)	132	(335)	0°	90°	425	(193)

*) The limits of the blade pitch angle defined at 75% blade radius

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CERTIFICATION BASIS:	Pursuant to 14 CFR 21.29(a)(1)(ii), the Type Certificate was issued in validation of the European Aviation Safety Agency (EASA) Certification Standards CS-P, amendment 1 effective 16 November 2006, Subpart A, B, C, which was found to provide a level of safety equivalent to that provided by 14 CFR part 35 effective February 1, 1965, as amended by 35-1 through 35-8. Application date to EASA was 04 May 2010. EASA issued Type Certificate P.501 for the MTV-4 series propeller on 20 October 2023.
TC (IMPORT) NO.	P00066IB
TC APPLICATION DATE:	December 13, 2023
TC ISSUED	January 31, 2024
PRODUCTION BASIS:	EASA Production Organization Approval: DE.21G.0008
IMPORT REQUIREMENTS:	To be considered eligible for installation on U.S. registered aircraft, each propeller imported into the United States must be accompanied by a certificate of airworthiness for export or certifying statement endorsed by the exporting cognizant civil airworthiness authority. Include the following language in the certifying statement: (1) This propeller conforms to its United States type design (Type Certificate Number P00066IB) and is in a condition for safe operation; and (2) This propeller has been subjected by the manufacturer to a final operational check and is in a proper state of airworthiness. Reference 14 CFR 21.500, which provides for the airworthiness acceptance of 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:

MT V - 4-1 – ( ) ( ) ( ) – ( )
1 2 3 4 5 6 7

1 MT-Propeller Entwicklung GmbH

2 Variable pitch propeller

3 Identification of propeller type

4 Letter code for flange type:
- T/50: Flange mount for adapter to SAE No. 50 spline

5 Letter code for counterweights:
- blank = no or small counterweights for pitch change forces to decrease pitch
- C = counterweights for pitch change forces to increase pitch

6 Letter code for feather provision:
- blank = no feather position possible
- F = feather position allowed

7 Letter code for hub design changes:
- small letter for changes which do not affect interchangeability
- capital letter for changes which affect interchangeability

NOTE 2: BLADE MODEL DESIGNATION:

( ) 335 – 141 - ( )
1 2 3 4

1 Letter code for direction of rotation and installation:
- blank = right-hand tractor
- RD = right-hand pusher
- L = left-hand tractor
- LD = left-hand pusher

2 Diameter in cm

3 Identification of blade design

4 Letter code for blade design changes:
- small letter for changes which do not affect interchangeability of blade set
- capital letter for changes which affect interchangeability of blade set

NOTE 3: Pitch Control: Applicable standard governors are published in the FAA-approved list MT-Propeller Service Bulletin No. 14. Time Between Overhauls (TBO) intervals recommended by the manufacturer are published in MT-Propeller Service Bulletin No. 1.

NOTE 4: (a) Feathering: Model may incorporate feathering feature.
(b) Reversing: Model incorporates no reversing feature.

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:	See NOTE 1.
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) Propeller Ice Protection: According to FAA-approved list published in MT-Propeller Service Bulletin No. 15. The equipment listed in SBs No.13, 14 and 15 is not included in the certified Type Design. Related propeller equipment must be approved as part of the aircraft installation regardless of manufacture.
NOTE 8:	Shank fairings:	Not applicable.
NOTE 9:	Special limits:	The FAA approved Airworthiness Limitations Section of the Instructions for Continued Airworthiness is published in the applicable "Operation, Installation and Maintenance Manual" document number E-1903, chapter 11.0 "Airworthiness Limitations Section". This ALS section is empty because no life limit is necessary for these models.
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-4 propellers must be operated within the limits of MT-Propeller Operation, Installation and Maintenance Manual No. No. E-1903 and adhere to the TBO-limits shown in Service Bulletin No. 1. (c) Propeller Maintenance, or Overhaul, shall be accomplished in accordance with MT-Propeller Overhaul Manual No. E-1904.
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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