



SUPPLEMENTAL TYPE CERTIFICATE

10027008

Project reference: 0060006110-001

Reference: P-EASA.A.S.02941

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 (EC) No. 1702/2003 to

**MT-PROPELLER ENTWICKLUNG GMBH
FLUGPLATZSTRASSE 1
D-94348 ATTING**

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 Product TC Number:	FAA A25SO
TC Holder:	PIPER AIRCRAFT, INC.
Model:	PA-46-310P (MALIBU)
Model:	PA-46-350P (MALIBU MIRAGE)

EASA Certification Basis:

FAR 23 up to and including amendment 25 plus FAR 23.1529 at amendment 26.

Description of Design Change:

Installation of 4 blade MTV-16-1-E-C-F-R(P)/CFR206-58a on airplane PA-46-310P and PA-46-350P modified with Pratt & Whitney PT6A-21, -34 or -35 engine per FAA STC ST00541SE.

Associated Technical Documentation:

- Airplane Flight Manual Supplement E-1802, Issue 04. August 2009 or later approved revision
- Instruction for Continued Airworthiness E-1804, Issue 04. August 2009 or later approved revision
- Installation Instruction E-1803, Issue 04. August 2009

Limitations:

Prerequisite for the installation of this STC is the installation of a Pratt & Whitney PT6A-21, -34 or -35 engine per FAA STC ST00541SE.

Conditions:

None.



European Aviation Safety Agency

This Certificate shall remain valid unless otherwise surrendered or revoked.

For the European Aviation Safety Agency,

Date of issue: 28.08.2009

**Roger HARDY
Certification Manager
General Aviation**



Doc. No. E-1803	Installation Instructions	DOA No. EASA.21J.020
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EASA STC No. 10027008

INSTALLATION INSTRUCTIONS

Doc. No. E-1803

**MTV-16-1-E-C-F-R(P)/CFR206-58a
4-Blade Constant Speed, Full-Feathering,
Reversible Propeller
on
Piper PA-46-310P & PA-46-350P aircrafts
modified with
P&WC PT6A-21, or -34, or -35 engine per
FAA STC No. ST00541SE**

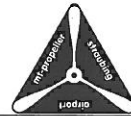
Note:

This information supersedes and supplements information in the applicable JetProp, MT-Propeller and Pratt & Whitney maintenance and service manuals. For all normal procedures not defined herein concerning rigging, installation and maintenance, refer to the applicable manual.

Published By:
MT-Propeller Entwicklung GmbH (DOA No. EASA.21J.020)
D-94348 Atting, Germany

Issued – 04 August 2009
Revision 4 – 04 November 2010

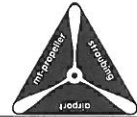
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Log of revisions

Rev. No.	Pages Revised	Description	Date
1	1, 2, 9	Editorial corrections	24 September 2010
2	1, 2, 9	Editorial corrections	04 November 2010



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1. INTRODUCTION / DESCRIPTION

This modification replaces the existing Hartzell propeller and spinners with MT-Propeller Model MTV-16-1-E-C-F-R(P)/CFR206-58a and MT-Propeller spinner. The MTV-16-1-E-C-F-R(P)/CFR206-58a propeller is a 4-blade full feathering, constant speed, counterweighted reversing propeller with a 206 cm diameter. The pitch changing mechanism is hydraulically operated to fine and reverse pitch and mechanically assisted to coarse and feathering pitch by internal springs and blade counterweights. The propeller construction consists of composite blades mounted in a conventional aluminum hub. Metal erosion sheaths protect the propeller blade leading edges. The propeller has no high pitch stops and no start locks; this allows the blades to feather after engine shutdown.

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 or MT-Propeller USA or Gerd Mühlbauer GmbH, Germany, he should periodically check with a MT-Propeller dealer or distributor or the MT-Propeller's homepage to find out the latest information to keep his propeller up to date.

The list of valid MT-Propeller manuals, service bulletins, AD's and their latest revisions can be downloaded from the homepage of MT-Propeller (www.mt-propeller.com).

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

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2. REMOVAL AND INSTALLATION INSTRUCTIONS

BEFORE MODIFYING THE AIRCRAFT, IT MUST BE ASSURED BY THE EXECUTING COMPANY, THAT THE AIRWORTHINESS OF THE AIRCRAFT IS NOT AFFECTED BY ANY PREVIOUS MODIFICATION IN CONNECTION WITH THIS MODIFICATION.

A. APPLICABLE MANUALS

- JetProp Maintenance Manual, latest revision.
- MT-Propeller's Operation and Installation Manual Doc. No. ATA 61-06-10 (E-610), latest revision.
- MT-Propeller's EASA approved Airplane Flight Manual Supplement Doc. No. E-1802, latest revision

Spare Parts List / Tool and Equipment for the MT-Propeller CHART 01

Qty	Item	Part Number
8	9/16 inches stop nuts	C-066
8	Washers	A-1181-1
1	O-ring	C-048-E-1
1	Spinner assembly	P-659-()
40	Spinner screws	C-306-9
40	Washers	C-344
1	Carbon Block assembly	C-131

Torque Data for MT-Propeller Model MTV-16-1-E-C-F-R(P)/CFR206-58a CHART 02

Component	Torque
9/16 inches propeller mounting stop nuts	92 - 98 NM (68 - 72 foot-pounds)
Beta Rod Cover Caps	8-11 NM (6-8 foot-pounds)
Spinner screws	4-5 NM (3-4 foot-pounds)

Mounting Torques of 9/16 inches stop nuts with lubricated threads:

Liberally apply anti-seize thread compound, per MIL-T-83483 (e.g. Loctite® Moly 50™) only, to threads of studs & nuts; also to faces of nuts & washers.

Torque nuts **68 to 72 foot-pounds** equals **92 to 98 Nm**.

LUBRICATED TORQUE ONLY

Lubrication / Materials for MT-Propeller Model MTV-16-1-E-C-F-R(P)/CFR206-58a CHART 03

Approved Lubrication/Material	Location
Engine lubrication oil refer to Pratt & Whitney Service Bulletin No. 1001, and all revisions or supplement thereto	O-ring (C-048-E-1)
Anti-seize thread compound (MIL-T-83483)	9/16 inches stop nuts and washers

Blade angles at 77 cm (30.3 in) station for MT-Propeller Model MTV-16-1-E-C-F-R(P)/CFR206-58a CHART 04

Recommended Low Pitch (beta pick up)	17.0°+/-0.2°
Feathered	79.0°+/-1.0°
Full Reverse	-15.0+/-1.0°



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NOTE

Engine power lever and control rigging of the airplane must be in accordance with the rigging instructions of Jetprop Maintenance Manual before starting the propeller removal and installation work !

B. REMOVAL OF HARTZELL PROPELLER

1. Remove Hartzell propeller per Jetprop Maintenance Manual.

C. INSTALLATION OF MT-PROPELLER

1. Make sure that Battery Master, Ignition and Start Switch is OFF. Open the appropriate circuit breakers.
2. Remove the upper engine cowling.
3. Remove reversing lever with carbon block. Discard the cotter pins. See Figure 01, 02, 04, 05.
4. Remove spinner dome and spinner filler plates.
5. Remove Beta Rod Cover Caps on the propeller front plate. See Figure 02.

WARNING

BETA ROD COVER CAPS ARE PRELOADED BY REVERSE RETURN SPRINGS

6. After removal of the Beta Rod Cover Caps, the springs and white plastic spring guide, push the beta-ring forward by hand to get better access to the stops nuts (C-066).
7. Install a slip on the propeller. Use a hoisting crane to take the weight of the propeller.
8. Clean propeller and engine flange. Do not lubricate propeller and/or engine flange.
9. Check for O-ring (C-048-E-1) in the propeller hub (Propeller is delivered with pre-installed O-ring).
10. Slightly lubricate O-ring (C-048-E-1) with new engine oil. See CHART 03.
11. Do not put another O-ring to the engine flange.
12. Align dowels on engine flange with holes on propeller flange.
13. Install propeller with mounted spinner front plate and spinner back plate, but without dome on engine shaft, engaging dowel pins.
14. Apply anti-seize thread compound (see CHART 03) to the eight washers (A-1181-1) and stop nuts (C-066) and install them hand tight.

CAUTION

PUT WASHERS P/N: A-1181-1 UNDER HEAD OF STOP NUTS P/N: C-066. DO NOT PUT THEM BETWEEN PROPELLER FLANGE AND ENGINE SHAFT FLANGE.

IT IS IMPORTANT THAT PROPELLER BE SEATED AGAINST ENGINE FLANGE WITH A STRAIGHT PUSH: ROTATION, COCKING OR WIGGLING IT ON WILL VERY PROBABLY DAMAGE THE O-RING GROOVE AND OIL LEAKAGE MAY RESULT.



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C. INSTALLATION OF MT-PROPELLER

15. Pre-torque the eight stop nuts to approx. 45 Nm (35 foot-pounds).
16. Torque the eight stop nuts to 92-98 NM (68-72 foot-pounds).
17. Move beta-ring back by hand and reinstall Beta Rod Cover Caps. Make sure that all removed parts (spring, spring guide, caps) are reinstalled in the correct sequence. Torque caps as listed in CHART 02 and safety wire.

CAUTION

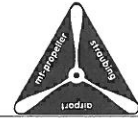
Overtorquing of the caps can damage the thread in the front plate

18. Install the carbon block assembly (C-131) and reversing lever. Use new cotter pins.
19. Make sure the side clearance between the beta-ring and carbon block is between 0.001 and 0.01 inches (0.03 and 0.25 mm). If necessary, remove material from, or replace, the carbon block to get the correct clearance.
20. Make sure that the work area is clean and clear of tools and other items.
21. Install engine cowling.
22. After installation, check track. Up to 3 mm (0.12 inches) are max. allowed, measured 10 cm (3.9 inches) from blade-tip at the trailing edge.
23. Install spinner filler plates and fit spinner dome onto the propeller. Observe markings for alignment of the spinner (#1 blade to #1 in spinner). Torque spinner screws with washers. See CHART 02.
24. Placards and markings
None.

NOTE

Markings and signs concerning other propellers are obsolete and must be removed or permanently covered.

25. Check engine oil level.



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D. POWERPLANT ADJUSTMENT / TEST

D-1: Beta valve setting check.

1. Move the power control lever to the MAX forward position.
2. Make sure that the propeller is feathered and FACE "1" of the beta valve lines up with FACE "2" within +/- 0.010 inches (0.25 mm). See Figure 03.
3. If necessary, adjust the beta control cable according to the Jetprop Maintenance Manual.

D-2: Propeller Low Pitch Stop.

1. Low pitch stop adjustments of the propeller should be performed according to the MT-Propeller's Operation and Installation Manual Doc. No. ATA 61-06-10 (E-610).

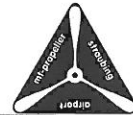
CAUTION

For propeller torque corrections, adjust the propeller beta rods as explained in the MT-Propeller's Operation and Installation Manual Doc. No. ATA 61-06-10 (E-610). Do not disturb beta valve rigging position as described in D-1.

Since the MT-Propellers may also pick up loose pieces of rock and debris from the ramp and runway, it is recommended to clean run-up area as far as possible before conducting rigging runs.

D-3: Maximum Propeller Speed Check.

1. With condition lever set at flight idle and propeller lever set full forward (high rpm), advance power lever until maximum Np is reached, verify 2190 to 2200 RPM. If necessary, adjust governor maximum speed to 2190 to 2200 RPM.



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E. CHANGE WEIGHT AND BALANCE RECORD AND EQUIPMENT LIST

MT-Propeller Model MTV-16-1-E-C-F-R(P)/CFR206-58a with spinner and de-ice:

<u>Total Weight</u> 48.3 kg (106.5 lbs)	<u>Arm</u> 0.2718 m (10.70 in)	<u>Total Moment</u> 13.13 kgm (1139.55 in-lbs)
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Hartzell Propeller with spinner and de-ice:

<u>Total Weight</u> 58.2 kg (128.3 lbs)	<u>Arm</u> 0.3368 m (13.26 in)	<u>Total Moment</u> 19.60 kgm (1701.3 in-lbs)
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When installing the MTV-16-1-E-C-F-R(P)/CFR206-58a propeller, the equipment list must be amended to reflect addition of this propeller.

F. OPERATIONAL/FUNCTIONAL CHECKS/DYNAMIC BALANCING

NOTE:

The aircraft may be operated on ground without the spinner but the spinner filler plates must be removed prior to engine start.

Perform engine ground run and verify engine linkage requirements per JetProp Maintenance Manual. Check for function and oil leakage make adjustments as required. After adjustments are completed, final safety checks are made, safety wire installation as required.

Perform propeller dynamic balancing. MT-Propeller recommends Dynamic Solutions Systems Inc., MicroVib II™ Vibration Analyzer/Dynamic Balancer.

NOTE

The MT-Propeller has twelve anchor nuts on the spinner back plate which must be used to install dynamic balance weights. The maximum allowable total balance weight per anchor nut is 50 grams.

Perform flight test and make all required log book entries.



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G. REMOVAL OF MT-PROPELLER

1. Make sure that Battery Master, Ignition and Start Switch is OFF. Open the appropriate circuit breakers.
2. Remove the upper engine cowling.
3. Remove reversing lever with carbon block. Discard the cotter pins. See Figure 01, 02, 04, 05.
4. Remove spinner dome and spinner filler plates.
5. Remove Beta Rod Cover Caps on the propeller front plate. See Figure 02.

WARNING

BETA ROD COVER CAPS ARE PRELOADED BY REVERSE RETURN SPRINGS

6. After removal of the Beta Rod Cover Caps, the springs and white plastic spring guides, the beta-ring forward by hand to get better access to the stops nuts (C-066).
8. Install a slip on the propeller. Use a hoisting crane to take the weight of the propeller.
9. Put a container or plastic bag below the propeller flange for the engine oil.
10. Remove the eight stop nuts (C-066) and washers (A-1181-1).
11. Carefully remove the propeller from the engine. Discard the propeller O-ring (C-048-E-1).
12. Do not store propeller on the beta-ring. Beta-ring can be damaged.
14. Reinstall Beta Rod Cover Caps with springs and white plastic spring guides.

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H. FIGURES

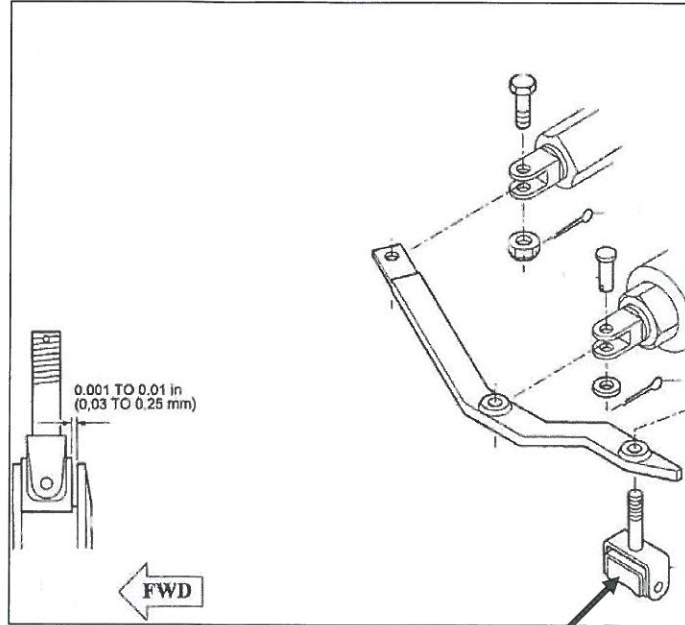


Figure 01
Carbon block assy C-131



Figure 02
Beta Rod Cover Caps

H. FIGURES

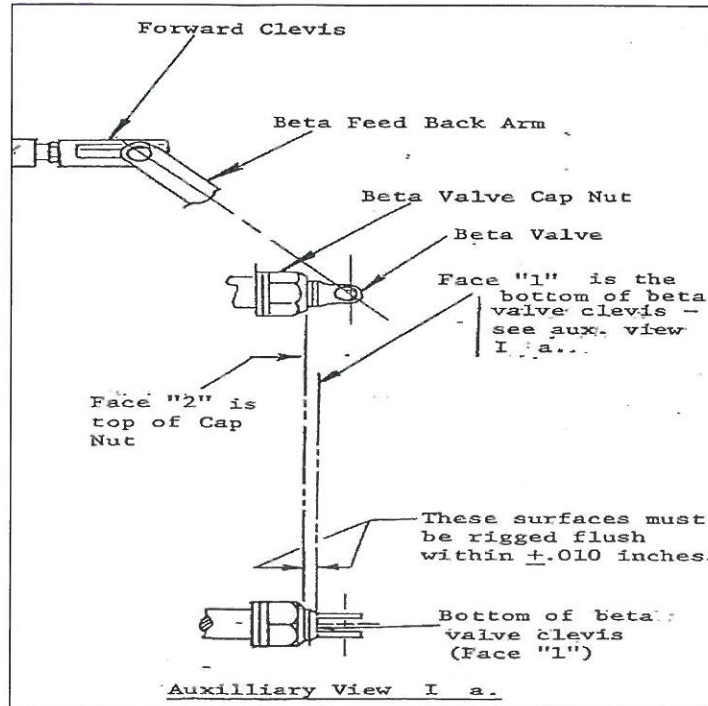


Figure 03



Figure 04

Reverse Lever

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H. FIGURES

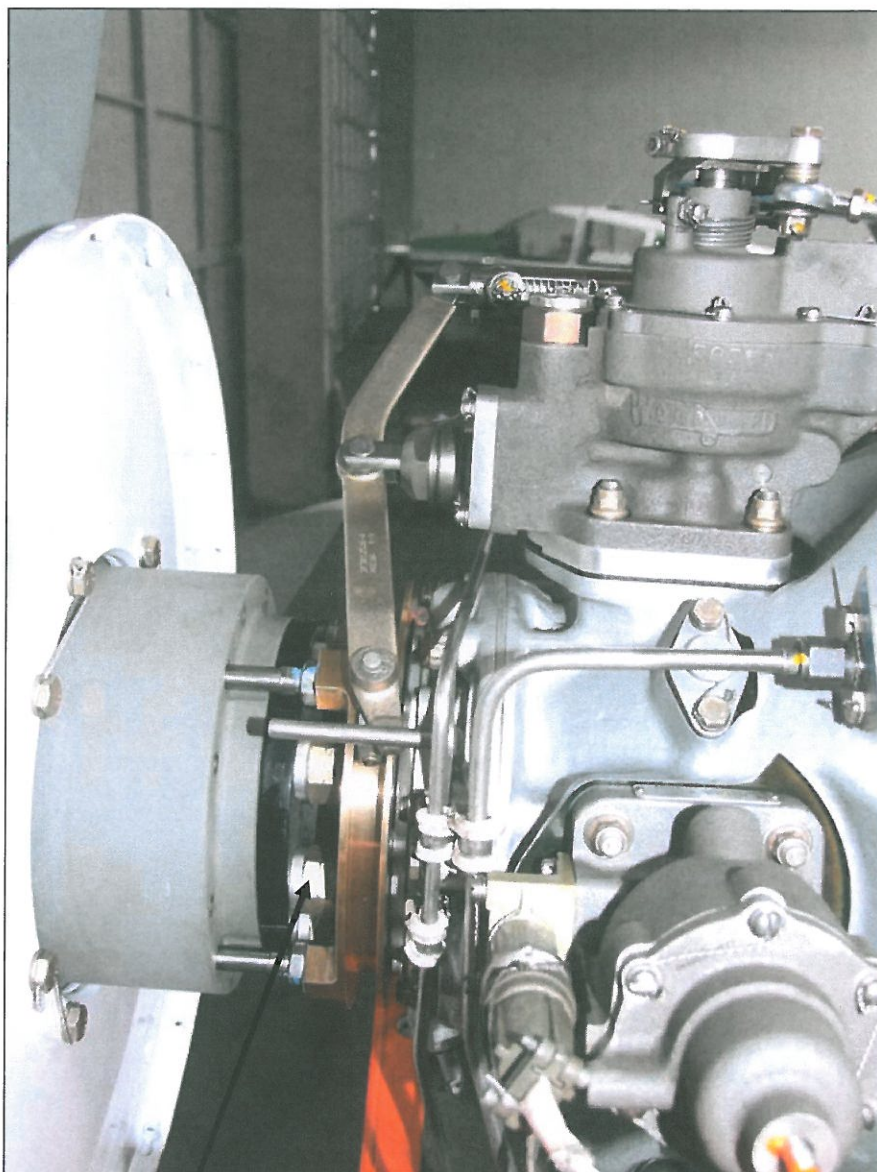


Figure 05

Stop Nuts C-066 and Washers A-1181-1



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INSTRUCTIONS FOR CONTINUED AIRWORTHINESS

Doc. No. E-1804

**MTV-16-1-E-C-F-R(P)/CFR206-58a
4-Blade Constant Speed, Full-Feathering,
Reversible Propeller**

on

**Piper PA-46-310P & PA-46-350P aircrafts
modified with
P&WC PT6A-21, or -34, or -35 engine per
FAA STC No. ST00541SE**

Approved by the EASA as part of STC Number:
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Issued – 04 August 2009

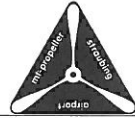
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Log of revisions

Rev. No.	Pages Revised	Description of Revision	Date	Approved by



Doc. No. E-1804	Instructions for Continued Airworthiness	DOA No. EASA.21J.020
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1. INTRODUCTION

This document outlines the compliance with FAR 23.1529 "Instructions for Continued Airworthiness" MT-Propeller Entwicklung GmbH MT-Propeller model MTV-16-1-E-C-F-R(P)/CFR206-58a on PA-46-310P/350P (JetProp DL & DLX conversions) airplanes. Modification of PA-46-310P/350P (JetProp DL & DLX conversions) airplanes 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 Documents:

Jetprop DLX Maintenance Manual, latest revision.

MT-Propeller Installation Instruction Doc. E-1803, latest revision.

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

MT-Propeller Service Bulletins and Service letters, see Note.

EASA approved Airplane Flight Manual Supplement Doc. No. E-1802, latest revision.

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 or MT-Propeller USA or Gerd Mühlbauer GmbH, Germany, he should periodically check with a MT-Propeller dealer or distributor or the MT-Propeller's homepage to find out the latest information to keep his propeller up to date. The list of valid MT-Propeller manuals, service bulletins, AD's and their latest revisions can be downloaded from the homepage of MT-PROPELLER (www.mt-propeller.com). Hardcopies can also be obtained from MT-Propeller Germany and MT-Propeller USA.

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2. DESCRIPTION

This modification removes the existing Hartzell reversing and full feathering constant speed propeller with the appropriate spinners and replaces it with the 4-blade MTV-16-1-E-C-F-R(P)/CFR206-58a propeller and MT-Propeller spinner. The existing governor is 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-1803, latest revision.

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, AD's and their latest revisions can be downloaded from the homepage of MT-Propeller (www.mt-propeller.com).

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

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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

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

6. REMOVAL AND REPLACEMENT INFORMATION

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



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7. DIAGRAMS

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

8. TROUBLESHOOTING

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

9. LIST OF SPECIAL TOOLS

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

10. ADDITIONAL INFORMATION FOR COMMUTER CATEGORY AIRCRAFT

Not applicable.

11. OVERHAUL PERIODS

Refer to MT-PROPELLER SERVICE BULLETIN No. 1, latest revision

12. AIRWORTHINESS LIMITATIONS

EASA:

Propeller:

- ◆ No limitations
- ◆ The time between overhauls (TBO) for the propeller are presented in Service Bulletin No. 1 () latest revision.

Airplane:

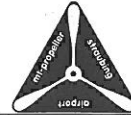
- ◆ No change

FAA:

The Airworthiness Limitations Section is 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. There are no mandatory replacement times for any components.

13. REVISIONS

Any revisions to this document will be logged in the Log of Revisions sheet.



EASA STC No. 10027008

MASTER DOCUMENT LIST

Doc. No. E-1801

**MT-PROPELLER
MTV-16-1-E-C-F-R(P)/CFR206-58a**

ON

Piper PA-46-310P & PA-46-350P

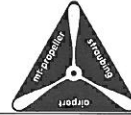
modified with

**P&WC PT6A-21, or -34, or -35 engine per
FAA STC No. ST00541SE**

MT-Propeller Entwicklung GmbH (DOA No. EASA.21J.020)
D-94348 Atting, Germany

Original Issue – 04 August 2009
Revision 2 – 04 November 2010

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Log of revisions

Revision Number	Affected Pages	Description of Revision	Date
1	all	Revision 1 of AFMS and Installation Instruction	24.09.2010
2	all	Revision 2 of Installation Instruction	04.11.2010



Doc. No. E-1801	Master Document List	DOA No. EASA.21J.020
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MASTER DOCUMENT LIST

Document Number	Description	Date of Issue	Revision Level
E-1801	Master Document List	04 Nov 2010	2
E-1802	AFM Supplement	24 Sept 2010	1
E-1803	Installation Instructions	04 Nov 2010	2
E-1804	Instructions for Continued Airworthiness	04 August 2009	Original Issue

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