

SUPPLEMENTAL TYPE CERTIFICATE

10051682

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 (EU) No. 748/2012 to

MT-PROPELLER ENTWICKLUNG GmbH

**FLUGPLATZSTRASSE 1
94348 ATTING
GERMANY**

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 Type Certificate Number : EASA.A.362

Type Certificate Holder : EXTRA FLUGZEUGPRODUKTIONS-

Type Certificate Holder : UND VERTRIEBS GMBH

Type Design - Model : EA 300/200

Description of Design Change:

Installation of 3-blade MTV-9-B-C/C188-18B on Extra 200

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:

MT-Propeller Master Document List No. E-2504

To be operated in accordance with MT-Propeller AFM-S Document No. E-2500 or later revisions of the above listed documents approved by EASA

MT-Propeller Installation Instructions Doc. No. E-2501

To be maintained i.a.w. MT-Propeller ICA Document No. E-2502

See Continuation Sheet(s)

For the European Aviation Safety Agency,

Date of issue: 17 December 2014



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

Note:

The following numbers are listed on the certificate:
EASA current Project Number: 0010029871-001

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Limitations/Conditions:

According limitation section of 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 -

Note:

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