

SUPPLEMENTAL TYPE CERTIFICATE

10054490

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: FAA A1250

Type Certificate Holder: COMMANDER AIRCRAFT CORPORATION

Type: COMMANDER 112/114 SERIES

Model: 114

114A

114B

114TC

Description of Design Change:

Installation of 3-blade constant speed propeller MTV-9-B/198-52 on Commander Aircraft Corp. 114, 114A, 114B and 114TC aircraft models

EASA Certification Basis:

The Certification Basis (CB) for the original product remains applicable to this certificate/ approval.

See Continuation Sheet(s)

For the European Aviation Safety Agency

Date of Issue: 20 August 2015



Yves MORIER

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

10032351

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This certificate/ approval involves a change to the requirements for environmental protection or a change to the certified noise or emissions levels.

CS 36, Amdt 3 and FAR 36 Amdt 30

Associated Technical Documentation:

According to MT-Propeller Master Document List No. E-2557

To be operated in accordance with MT-Propeller AFM-S Document No. E-2553
or later revisions of the above listed documents approved by EASA.

To be installed iaw. Installation Instructions Doc. No. E-2554, or later Revisions

To be maintained i.a.w. MT-Propeller ICA Document No. E-2555, or later Revisions

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 -

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