

SUPPLEMENTAL TYPE CERTIFICATE

10062339

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: US 2A13

Type Certificate Holder: PIPER AIRCRAFT, INC.

Type: PA-28

Model: PA-28-236 (DAKOTA)

Description of Design Change:

MTV-9 on Piper PA-28-236

EASA Certification Basis:

The Certification Basis for the original product as amended by the following additional or alternative airworthiness requirements:

CS-36, Amendment 4

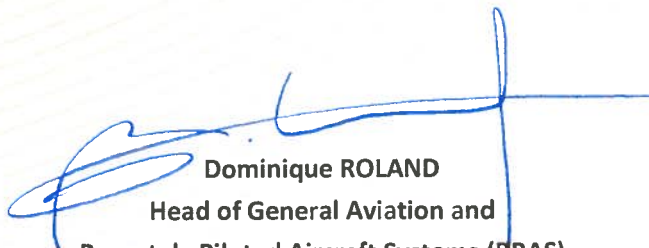
FAR 36, Amendment 36-30

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

See Continuation Sheet(s)

For the European Aviation Safety Agency

Date of Issue: 26 June 2017



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

10041522

SUPPLEMENTAL TYPE CERTIFICATE - 10062339 - MT-PROPELLER ENTWICKLUNG GmbH - 302829

Associated Technical Documentation:

According to MT-Propeller Master Documentation List No. E-2878, Rev 1

To be operated in accordance with MT-Propeller AFM-S Document No. E-2885, Rev 1

or later revisions of the above listed documents approved by EASA.

To be installed i.a.w. Installation Instruction Doc. No. E-2886, Rev 1, or later revisions

To be maintained i.a.w. MT-Propeller ICA Document No. E-2887, Rev 1, 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 -