



U.S. Department
of Transportation
**Federal Aviation
Administration**

Compliance & Airworthiness Division

New York ACO Branch
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Suite 410
Westbury, NY 11590
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NOV 06 2018

Mr. Ralph Menzel
EASA Project Certification Manager (PCM)
European Aviation Safety Agency (EASA)
Postfach 10 12 53
50452 Cologne, Germany

Subject: Amendment of Supplemental Type Certificate (STC) - FAA STC No. SA03959NY
WTS No. 18-DOC-18686

Dear Mr. Menzel:

In recognition of the EASA Supplemental Type Certification, 10058942, Rev. 1, for the Installation of Model # MTV-16-1-E-C-F-R(P)/CFR250-55a 4-Blade constant speed, full feathering, reversible propeller and spinner equipped with Pratt & Whitney PT6A-42A engine and optional increased gross weight, Model # MTV-27-1-E-C-F- R(P)/CFR245-55a 5-Blade constant speed, full feathering, reversible propeller and spinner and optional maximum propeller speed reduction for noise reduction purpose equipped with Pratt & Whitney PT6A-42A engine and optional increased gross weight and Model # MTV-27-1-E-C-F- R(P)/CFR245-55a 5-Blade constant speed, full feathering, reversible propeller and spinner equipped with Pratt & Whitney PT6A-140 engine and optional increased gross weight in accordance with MT-Propeller Entwicklung GmbH Master Documentation List E-2823, Rev. 7, dated March 12, 2018 and Installation Instructions E-2817, Rev. 2, dated November 28, 2017 and the existing Technical Implementation Procedures for Airworthiness and Environmental Certification between the United States and Europe, we are pleased to issue the Federal Aviation Administration amended Supplemental Type Certificate SA03959NY, dated November 6, 2018, to MT-Propeller Entwicklung GmbH. The corresponding FAA Project Number is SA08933NY-A (Ref. EASA Project Number 0060062104).

Per EASA instructions, the original STC and a copy of this letter will be mailed directly to MT-Propeller Entwicklung GmbH. Also, a copy of the STC is enclosed with this letter for EASA.

A copy of the STC and required documents should accompany each installation. Also, your attention is directed to the limitations and conditions specified in the STC.

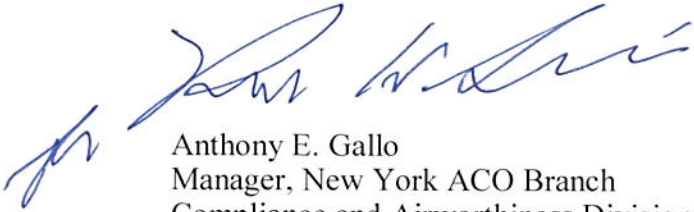
In accordance with the US/European Union Bilateral Aviation Safety Agreement to enable reciprocal acceptance, the FAA will use EASA compliance to the maximum extent. This STC includes references to documents that include the words "or later EASA approved/accepted revisions". It is expected that as State of Design responsible for the STC, EASA will coordinate major/significant changes, with the FAA prior to EASA acceptance, in accordance with the Technical Implementation Procedures.

All future mandatory continuing airworthiness information as well as non-mandatory safety information issued by EASA against this amended STC SA03959NY should be forwarded to:

Continued Operational Safety
Section AIR-6D1
P.O. Box 26460
Oklahoma City, OK 73125 USA
Telephone: 1-405-954-4103
Fax: 1-405-954-2209

If you have any questions, please do not hesitate to contact Mr. Lee Chan by email at Lee.Chan@faa.gov, by Telephone at 1-516-228-7362, or by facsimile at 1-516-794-5531.

Sincerely,



Anthony E. Gallo
Manager, New York ACO Branch
Compliance and Airworthiness Division

Enclosure
STC SA03959NY, amended November 6, 2018

cc: Lee Chan, AIR-7H4 (PDF COPY)
Tim Hadsall, AIR-7H4 (PDF COPY)
Ralph Menzel, EASA, ralph.menzel@easa.europa.eu
Martin Albrecht, MT-Propeller Entwicklung GmbH, Martin.Albrecht@mt-propeller.com
Technical Mailbox, EASA, technical.visa@easa.europa.eu



United States of America
Department of Transportation
Federal Aviation Administration

Supplemental Type Certificate
IMPORT

Number: SA03959NY

This certificate issued to: MT-Propeller Entwicklung GmbH
Flugplatzstrasse 1
94348 Atting, Germany

certifies that the change in the type design for the following product with the limitations and conditions therefor as specified hereon meets the airworthiness requirements of Part 23 of the Federal Aviation Regulations.

Original Product – Type Certificate Number: A37CE
Make: Textron Aviation Inc.
Model: 208, 208B

Description of Type Design Change:

- 1. a. Installation of Model # MTV-16-1-E-C-F-R(P)/CFR250-55a 4-Blade constant speed, full feathering, reversible propeller and spinner equipped with Pratt & Whitney PT6A-42A engine and optional increased gross weight.
 - b. Installation of Model # MTV-27-1-E-C-F- R(P)/CFR245-55a 5-Blade constant speed, full feathering, reversible propeller and spinner and optional maximum propeller speed reduction for noise reduction purpose equipped with Pratt & Whitney PT6A-42A engine and optional increased gross weight.
 - c. Installation of Model # MTV-27-1-E-C-F- R(P)/CFR245-55a 5-Blade constant speed, full feathering, reversible propeller and spinner equipped with Pratt & Whitney PT6A-140 engine and optional increased gross weight.
- Installation of a, b and c configurations in accordance with MT-Propeller Entwicklung GmbH Master Documentation List E-2823, Rev. 7, dated March 12, 2018 and Installation Instructions E-2817, Rev. 2, dated November 28, 2017 or later EASA approved revision.

(See Description of Type Design Change continued on Page 3 of 4)

Limitations and Conditions:

- 1. The aircraft must be operated in accordance with the "Limitations" sections of Airplane Flight Manual Supplements as follows:
 - Doc. No. E-2816, Rev. 4, dated March 12, 2018 when the MTV-16-1-E-C-F-R(P)/CFR250-55a has been installed with the PT6A-42A engine.
 - Doc. No. E-2891-1, Rev. 4, dated March 12, 2018 when the MTV-27-1-E-C-F-R(P)/CFR245-55a has been installed with the PT6A-42A engine.
 - Doc. No. E-2891-2, Rev. 4, dated March 12, 2018 when the MTV-27-1-E-C-F-R(P)/CFR245-55a with maximum propeller speed reduction for noise reduction purposes has been installed with the PT6A-42A engine.
 - Doc. No. E-2891-3, Rev. 0, dated November 29, 2017 when the MTV-27-1-E-C-F-R(P)/CFR245-55a has been installed with the PT6A-140 engine.
- Or later EASA approved revisions to the above listed documents.

(See Limitations and Conditions continued on Page 3 of 4)

This certificate and the supporting data which is the basis for approval shall remain in effect until surrendered, suspended, and revoked or a termination date is otherwise established by the Administrator of the Federal Aviation Administration.

Date of Application: August 26, 2016

Date Reissued:

Date of Issuance: September 26, 2017

Date Amended: November 6, 2018

By Direction of the Administrator

Signature

Title

Anthony E. Gallo
Manager
New York ACO Branch

Any alteration of this certificate is punishable by a fine of not exceeding \$1,000, or imprisonment not exceeding 3 years, or both. This certificate may be transferred or made available to third persons by licensing agreements in accordance with 14 CFR 21.47. Possession of this Supplemental Type Certificate (STC) document by persons other than the STC holder does not constitute rights to the design data nor to alter an aircraft, aircraft engine, or propeller. The STC's supporting documentation (drawings, instructions, specifications, flight manual supplements, etc.) is the property of the STC holder. An STC holder who allows a person to use the STC to alter an aircraft, aircraft engine, or propeller must provide that person with written permission acceptable to the FAA. (Ref. 14 CFR 21.120).



United States of America
Department of Transportation
Federal Aviation Administration

Supplemental Type Certificate

INSTRUCTIONS: The transfer endorsement below may be used to notify the appropriate FAA Aircraft Certification Office of the transfer of this Supplemental Type Certificate. The FAA will reissue the certificate in the name of the transferee and forward it to him.

Transfer Endorsement

Transfer the ownership of Supplemental Type Certificate Number: SA03959NY

To (Name and address of transferee)

From (Name and address of grantor)

Extent of Authority (if licensing agreement):

Date of transfer:

Signature of grantor: _____

Any alteration of this certificate is punishable by a fine of not exceeding \$1,000, or imprisonment not exceeding 3 years, or both. This certificate may be transferred or made available to third persons by licensing agreements in accordance with 14 CFR 21.47. Possession of this Supplemental Type Certificate (STC) document by persons other than the STC holder does not constitute rights to the design data nor to alter an aircraft, aircraft engine, or propeller. The STC's supporting documentation (drawings, instructions, specifications, flight manual supplements, etc.) is the property of the STC holder. An STC holder who allows a person to use the STC to alter an aircraft, aircraft engine, or propeller must provide that person with written permission acceptable to the FAA. (Ref. 14 CFR 21.120).



United States of America
Department of Transportation
Federal Aviation Administration

Supplemental Type Certificate

(Continuation Sheet)

Number: SA03959NY

Date Amended: November 6, 2018

Description of Type Design Change (continued):

2. Aircraft is to be maintained in accordance with MT-Propeller Entwicklung GmbH Instructions for Continued Airworthiness, Doc. No. E-2818, Rev. 2, dated November 27, 2017 or later EASA accepted revision.
3. Aircraft is to be operated in accordance with MT-Propeller Entwicklung GmbH Airplane Flight Manual Supplements as follows:
 - Doc. No. E-2816, Rev. 4, dated March 12, 2018 when the MTV-16-1-E-C-F-R(P)/CFR250-55a has been installed with the PT6A-42A engine.
 - Doc. No. E-2891-1, Rev. 4, dated March 12, 2018 when the MTV-27-1-E-C-F-R(P)/CFR245-55a has been installed with the PT6A-42A engine.
 - Doc. No. E-2891-2, Rev. 4, dated March 12, 2018 when the MTV-27-1-E-C-F-R(P)/CFR245-55a with maximum propeller speed reduction for noise reduction purposes has been installed with the PT6A-42A engine.
 - Doc. No. E-2891-3, Rev. 0 dated November 29, 2017 when the MTV-27-1-E-C-F-R(P)/CFR245-55a has been installed with the PT6A-140 engine.Or later EASA approved revisions to the above listed documents, and is required as part of this installation.

Limitations and Conditions (continued):

2. Refer to the associated Airplane Flight Manual Supplement (Section I General: Eligibility and Compatibility) for PT6A-42 and PT6A-140 FAA approved engine installation prerequisites and additional FAA approved optional equipment prerequisites that have been evaluated for compatibility with this installation.
3. The installer must determine whether this design change is compatible with previously approved modifications.
4. If the holder agrees to permit another person to use this certificate to alter a product, the holder must give the other person written evidence of that permission.

Certification Basis:

Based on 14 CFR §21.115 and §21.101, and FAA Order 8110.48, the certification basis for this modification to Textron Aviation Inc. 208 and 208B aircraft is as follows:

- a) The type certification basis for the Textron Aviation Inc. 208 and 208B aircraft as shown on TCDS A37CE for parts not changed or not affected by the change.
- b) The type certification basis for parts changed or affected by the change since the reference application date, January 14, 2016, is based on 14 CFR Part 23 as amended by Amendment 23-62 as follows:

(See Certification Basis continued on Page 4 of 4)

Any alteration of this certificate is punishable by a fine of not exceeding \$1,000, or imprisonment not exceeding 3 years, or both. This certificate may be transferred or made available to third persons by licensing agreements in accordance with 14 CFR 21.47. Possession of this Supplemental Type Certificate (STC) document by persons other than the STC holder does not constitute rights to the design data nor to alter an aircraft, aircraft engine, or propeller. The STC's supporting documentation (drawings, instructions, specifications, flight manual supplements, etc.) is the property of the STC holder. An STC holder who allows a person to use the STC to alter an aircraft, aircraft engine, or propeller must provide that person with written permission acceptable to the FAA. (Ref. 14 CFR 21.120).



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Supplemental Type Certificate
(Continuation Sheet)

Number: SA03959NY

Date Amended: November 6, 2018

Certification Basis (continued):

Regulations at the latest amendment 23-0 through 23-62:

23.1, 23.21, 23.29, 23.33, 23.45, 23.49, 23.51, 23.53, 23.63, 23.69, 23.73, 23.75, 23.77, 23.141, 23.143, 23.145, 23.147, 23.153, 23.155, 23.157, 23.161, 23.171, 23.173, 23.175, 23.177, 23.181, 23.201, 23.203, 23.221, 23.231, 23.233, 23.235, 23.237, 23.239, 23.251, 23.253, 23.363, 23.371, 23.629, 23.901, 23.905, 23.907, 23.925, 23.929, 23.933, 23.1027, 23.1041, 23.1043, 23.1045, 23.1093, 23.1149, 23.1155, 23.1301, 23.1309, 23.1351, 23.1357, 23.1365, 23.1416, 23.1501, 23.1529, 23.1541, 23.1581

Regulations at an intermediate amendment:

None

Regulations at the amendment level in TCDS A37CE:

23.207, 23.937, 23.1153, 23.1419

Additionally, this modification complies with 14 CFR Part 36 at Amendment 36-30.

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