TYPE-CERTIFICATE

DATA SHEET

NO. EASA.A.637

for

P2012

Type Certificate Holder

Costruzioni Aeronautiche TECNAM SPA

Via S. D'acquisto, 62
80042 Boscotrecase (Na)
ITALIA

For models: P2012 Traveller
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SECTION A: P2012 TRAVELLER

A.I. General

1. Type/ Model/ Variant
   1.1 Type P2012
   1.2 Model P2012 Traveller
   1.3 Variant ----- 

2. Airworthiness Category CS-23 Normal Category

3. Manufacturer Costruzioni Aeronautiche TECNAM SPA.
   Via S. D’acquisto, 62
   80042 Boscotrecase (NA)
   ITALIA

4. EASA Type Certification
   Application Date 29 November 2015

6. State of Design Authority Type
   Certificate Date N/A

7. EASA Type Certification Date 19 December 2018

A.II. EASA Certification Basis

1. Reference Date for determining the applicable requirements 19 December 2015


3. Special Conditions SC-C23.div01 Human Factors –Integrated Avionic System (CRI B-52);
   SC-F23.13S3-02 Lithium battery installation (CRI F 58);
   SC-CS-23.1305 Fuel low level annunciation means (CRI E-060);
   SC-CS-23.803 Emergency evacuation for Air Medical service (CRI-D-103), see note 7;
   SC-O23.div-01 Usage of aeroplanes for parachuting activities (CRI E-08), see note 10;

4. Exemptions None

5. (Reserved) Deviations None

6. Equivalent Safety Findings None

7. Requirements elected to comply: CS-23 Amdt.4 § 783(d)(e)
   CS-23 Amdt.4 § 803(a)
   CS-23 Amdt.4 § 807(d)
   CS-23 Amdt.4 § 811(b)
   CS-23 Amdt.4 § 813(a)
   CS-23 Amdt.4 § 853(d)
   FAR 23.856

8. Environmental Protection Refer to TCDSN EASA.A.637;

A.III. Technical Characteristics and Operational Limitations
1. Type Design Definition  
C. A. Tecnam Aircraft P2012 report “Type design definition”  
2012/003 1st ed. and later revision

2. Description  
Twin engine, 11 seats, high wing airplane, aluminium construction, fixed tricycle landing gear.

3. Equipment  
Equipment list, Doc. 2012/100 AFM Section 6 latest issue

4. Dimensions:  
<table>
<thead>
<tr>
<th>Parameter</th>
<th>Value</th>
<th>Units</th>
</tr>
</thead>
<tbody>
<tr>
<td>Span</td>
<td>14.0 m</td>
<td>(45.9 ft)</td>
</tr>
<tr>
<td>Length</td>
<td>11.8 m</td>
<td>(38.7 ft)</td>
</tr>
<tr>
<td>Height</td>
<td>4.4 m</td>
<td>(14.4 ft)</td>
</tr>
<tr>
<td>Wing Area</td>
<td>25.4 m²</td>
<td>(273 sqft)</td>
</tr>
</tbody>
</table>

5. Engine  
5.1 Model  
No.2 Lycoming TEO-540-C1A

5.2 Type Certificate  
EASA TCDS n° IM.E.119

dated 12 December 2018

5.3 Limitations  
Max continuous power 280 kW (375HP) at 2575 RPM
Other engine’s limitations are listed in doc. No. 2012/100 “AFM”, Section 2

6. Load factors  
6.1 Basic  
<table>
<thead>
<tr>
<th>Flap UP</th>
<th>Flap DOWN</th>
</tr>
</thead>
<tbody>
<tr>
<td>Positive</td>
<td>+3.44 g</td>
</tr>
<tr>
<td>Negative</td>
<td>-1.37g</td>
</tr>
</tbody>
</table>

7. Propeller  
7.1 Model  
No.2 MT Propeller MTV-14-B-C-F/CF195-30 ( ) (see note 1)

7.2 Type Certificate  
EASA TCDS n° P.017

7.3 Number of blades  
4

7.4 Diameter  
1950 mm

7.5 Sense of Rotation  
Clockwise (pilot’s view)

8. Fluids  
8.1 Fuel  
AVGAS 100LL (ASTM D910)  
(see Lycoming SI-1070)

8.2 Oil  
Lubricant specifications and grade are detailed into the Lycoming SI-1014.

9. Fluid capacities  
9.1 Fuel  
Total: 750 litres  
(198.1 US Gallon)

Usable: 728 litres  
(192.3 US Gallon)

9.2 Oil  
Maximum oil capacity: 11.3 litres  
(12.0 qts)

Minimum: 3.8 litres  
(4.0 qts)

10. Airspeeds (Basic)  
Design Maneuvering Speed $V_A$: 141 KIAS (142 KCAS)
Flap Extended Speed $V_{FE}$: 119 KIAS (119 KCAS) $LND$
124 KIAS (125 KCAS) $TO$

Minimum Control Speed $V_{MC}$: 70 KIAS (76 KCAS) $TO$
67 KIAS (73 KCAS) $LND$

Cruising Speed $V_{NO}$: 176 KIAS (175 KCAS) (up to 15000ft)

Cruising Speed $V_{NO}(see\ note\ 9)$: 161 KIAS (161 KCAS) @19500ft

Never Exceed Speed $V_{NE}$: 223 KIAS (219 KCAS) (up to 15000ft)

Never Exceed Speed $V_{NE}(see\ note\ 9)$: 204 KIAS (202 KCAS) @19500ft

10.1 Airspeeds (Optional) see note 5:

Design Maneuvering Speed $V_{A}$: 143 KIAS (143 KCAS)

Flap Extended Speed $V_{FE}$: 120 KIAS (120 KCAS) $LND$
126 KIAS (127 KCAS) $TO$

Minimum Control Speed $V_{MC}$: 71 KIAS (77 KCAS) $TO$
68 KIAS (74 KCAS) $LND$

Cruising Speed $V_{NO}$: 178 KIAS (177 KCAS) (up to 15000ft)

Cruising Speed $V_{NO}(see\ note\ 9)$: 161 KIAS (161 KCAS) @19500ft

Never Exceed Speed $V_{NE}$: 226 KIAS (222 KCAS) (up to 15000ft)

Never Exceed Speed $V_{NE}(see\ note\ 9)$: 205 KIAS (202 KCAS) @19500ft

11. Maximum Operating Altitude: 19500 ft (see note 8)

12. Approved Operations Capability Day/Night-VFR, IFR

Flight into expected or actual icing conditions is allowed only if Ice Protection system (MOD2012/002) is installed.

Flight into expected or actual icing conditions is forbidden if stall warning devise (MOD2012/022) is installed.

13. Maximum Masses (Basic)

<table>
<thead>
<tr>
<th></th>
<th>Take-off</th>
<th>Landing</th>
</tr>
</thead>
<tbody>
<tr>
<td>Maximum Masses (kg)</td>
<td>3600</td>
<td>3600</td>
</tr>
<tr>
<td></td>
<td>(7936 lb)</td>
<td>(7936 lb)</td>
</tr>
</tbody>
</table>

13.1 Maximum Masses (Optional) see note 5:

<table>
<thead>
<tr>
<th></th>
<th>Take-off</th>
<th>Landing</th>
</tr>
</thead>
<tbody>
<tr>
<td>Maximum Masses (kg)</td>
<td>3680</td>
<td>3630</td>
</tr>
<tr>
<td></td>
<td>(8113 lb)</td>
<td>(8003 lb)</td>
</tr>
</tbody>
</table>

14. Centre of Gravity Range Forward limit:

0.367 m (18.0 % MAC) behind Datum up to 3000Kg

0.441 m (22.0 % MAC) behind Datum at MTOW:3600Kg
15. Datum

Vertical plane tangent to wing leading edge

16. Control surface deflections

- Elevator: 23° ±2° to pitch up / 13° ±2° to pitch down
- Elevator Trim Tab: -8 ±2° upward / -21 ±2° downward
- Elevator Trim Tab: -6 ±4° upward / -23 ±4° downward (see note 5).
- Aileron: 20° ±2° upward / 15° ±2° downward
- Aileron Trim Tab: 30° ±2° upward / 28° ±2° downward
- Rudder: 22° ±2° left / 22° ±2° right
- Rudder Trim Tab: 6° ±2° left / 6° ±2° right
- Flaps: 0° Fully Retracted / 15° ±2° TO / 30° ±2° Fully Extended

17. Levelling Means

Seat support tracks (see AFM, 2012/100, Sect.6 for the procedure)

18. Minimum Flight Crew

1 (Pilot)

19. Maximum Passenger Seating Capacity

9 (see note 6)

20. Baggage/ Cargo Compartments

Max. allowable Loads:
- Front: 103 kg (227 lb)
- Location: 3.316m (10.88 ft) fwd of datum
- Rear: 239Kg (527 lb)
- Location: 3.518m (11.54 ft) aft of datum

21. Wheels and Tyres

- Nose Wheel Tyre Size: 6.00-6
- Main Wheel Tyre Size: 6.50-10

22. Serial Numbers Eligible:

S/N 002 and subsequent;
A. IV. Operating and Service Instructions

1. Flight Manual

   Doc. No 2012/101 “Aircraft Maintenance Manual” Issue. 1 or latest issue

3. Illustrated Parts Catalogue
   Doc. No 2012/103 “Aircraft Illustrated Parts Catalogue” Issue. 1 or latest issue

4. Instruments and aggregates:
   Doc. No 2012/101 “Aircraft Maintenance Manual” Issue. 1 or latest issue

A. V. Notes

Note 1: As per Manufacturer TCDS, propellers with designation having a “small” letter in the place of the brackets (for example “MTV-14-B-C-F/CF 195-30X”) may be installed since it does not affect interchangeability. A capital letter in the place of the bracket (for example MTV-14-B-C-F/CF 195-30X) may not be installed according to propeller TCDS since it may affect interchangeability.

Note 2: Fuel Combustion Heater change (MOD2012/008) is approved as per EASA approval No. 10069738

Note 3: Until the completion of the Fatigue Test, the A/C is life limited as listed in Section 04 of the AMM.

Note 4: The following P2012 Optional Equipment are approved within Type of investigation process

<table>
<thead>
<tr>
<th>ID</th>
<th>System Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>MOD2012/001</td>
<td>Autopilot System</td>
</tr>
<tr>
<td>MOD2012/002</td>
<td>TKS FIKI system Ice protection system</td>
</tr>
<tr>
<td>MOD2012/003</td>
<td>Flight Management System keyboard</td>
</tr>
<tr>
<td>MOD2012/004</td>
<td>Weather radar</td>
</tr>
<tr>
<td>MOD2012/005</td>
<td>TAS unit</td>
</tr>
<tr>
<td>MOD2012/006</td>
<td>Satellite data-link</td>
</tr>
<tr>
<td>MOD2012/007</td>
<td>Iridium data-link</td>
</tr>
<tr>
<td>MOD2012/009</td>
<td>Air Conditioning</td>
</tr>
</tbody>
</table>

Note 5: When MOD2012/017 (EASA approval 10073218) “MTOW increment up to 3680kg” is installed

Note 6: the maximum passenger seating capacity is limited when MOD2012/098 (EASA approval 10074612) “SMP configuration” is installed, refer to details reported in No.2012/100 “AFM Supplement S-15, Section 2”.

Note 7: When MOD2012/027 (EASA approval 10075149) “P2012 MedEvac configuration” is installed

Note 8: For Flight operation above 13000ft the maximum seating capacity is reduced to 4 occupants and oxygen operational requirements must be met by operators, refer to details reported in No.2012/100 “AFM Supplement S-20, approved as per MOD2012/020 (EASA approval 10076658) “Max operating altitude at 19500ft”.

Note 9: Airspeed value linearly reducing from 15000ft to 19500ft
Note 10: When MOD2012/153 (EASA approval 10077584) “P2012 configuration for parachuting operations” is installed. Maximum allowed parachutists and additional operative limitations are detailed in report No.2012/100 “AFM Supplement S-19”
SECTION ADMINISTRATIVE

I. Acronyms & Abbreviations
AFM – Aircraft Flight Manual
AMM – Aircraft Maintenance Manual
CRI – Certification Review Item
CS – Certification Specification
EASA – European Union Aviation Safety Agency
ICAO – International Civil Aviation Organization
IPC – Illustrated Part Catalogue
KCAS – Knots Calibrated Air Speed
KOEL – Kind of Operations Equipment List
MAC – Mean Aerodynamic Chord
MTOW – Maximum Take-Off Weight
VFR – Visual Flight Rules

II. Type Certificate Holder Record

<table>
<thead>
<tr>
<th>TC Holder</th>
<th>Period</th>
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<tbody>
<tr>
<td>Costruzioni Aeronautiche TECNAM S.P.A. Via S. D’acquisto, 62 80062 Boscotrecase (NA), ITALY</td>
<td>Effective</td>
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III. Change Record

<table>
<thead>
<tr>
<th>Issue</th>
<th>Date</th>
<th>Changes</th>
<th>TC Issue No. &amp; Date</th>
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<tbody>
<tr>
<td>01</td>
<td>19 November 2018</td>
<td>Initial Issue</td>
<td>EASA.A.637</td>
</tr>
<tr>
<td>02</td>
<td>29 April 2019</td>
<td>MOD2012/008 Approval (EASA N. 10069738) and typos error removal</td>
<td></td>
</tr>
<tr>
<td>03</td>
<td>29 May 2019</td>
<td>MOD2012/022 Approval (EASA N. 10070098) and Company business address update</td>
<td></td>
</tr>
<tr>
<td>04</td>
<td>27 December 2019</td>
<td>Updated propeller and engine information (field A.III (5.1 and 7.1). Amended note 1)</td>
<td></td>
</tr>
<tr>
<td>05</td>
<td>06 May 2020</td>
<td>MOD 2012/017 (EASA N.10073218) is added</td>
<td></td>
</tr>
<tr>
<td>06</td>
<td>20 October 2020</td>
<td>MOD 2012/098 (EASA N.10074612) (SMP) is added</td>
<td></td>
</tr>
<tr>
<td>07</td>
<td>14 December 2020</td>
<td>Updated certification basis (filed 3 and 8 in A.II) and added MOD 2012/027 (EASA N. 10075149)</td>
<td></td>
</tr>
<tr>
<td>08</td>
<td>16 June 2021</td>
<td>Update maximum operating altitude and airspeeds in accordance with MOD2012/020 (EASA approval 10076658)</td>
<td></td>
</tr>
<tr>
<td>09</td>
<td>03 November 2021</td>
<td>Updated certification basis (filed 3 and 8 in A.II) and notes i.a.w. MOD 2012/153 (EASA N. 10077584)</td>
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</tbody>
</table>

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