EASA

TYPE-CERTIFICATE
DATA SHEET

EASA.A.576

P2010

Costruzioni Aeronautiche TECNAM S.P.A.

Via S. D'acquisto, 62
80042 Boscotrecase, Napoli
ITALIA

Issue 01: 26 Sept 2014
Issue 02: 05 May 2015
Issue 03: 16 Dec 2015
Issue 04: 22 Dec 2016
Issue 05: 29 March 2018
Issue 06: 25 March 2019
Issue 07: 23 May 2019
Issue 08: 20 Dec 2019
Issue 09: 07 Aug 2020
Issue 10: 08 Oct 2020
Issue 11: 31 May 2021
Issue 12: 23 March 2023
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A.III. Technical Characteristics and Operational Limitations
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A.V. Operational Suitability Data (OSD)
A.VI. Notes

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SECTION A: P2010

A.I. General

1. Data Sheet No.: EASA.A.576
2. a) Type: P2010
   b) Model: P2010
   c) Variant: --
3. Airworthiness Category: CS-23 Normal category
4. Type Certificate Holder: Costruzioni Aeronautiche Tecnam S.p.A.
   Via Salvo D’acquisto 62
   80042 Boscotrecase, Napoli
   ITALIA
5. Manufacturer: see Note 5
6. Certification Application Date: 15 September 2010
7. (Reserved) National Certifying Authority: N/A
8. (Reserved) National Authority Type Certificate Date: N/A

A.II. EASA Certification Basis

1. Reference Date for determining the applicable requirements: 15 September 2010
2. Airworthiness Requirements: EASA CS-23 amdt.2 dated 28 September 2010
   EASA CS-ACNS
3. Special Conditions:
   CRI B-52 (SC-B23.div-01 Human Factors – Integrated Avionic System);
   CRI F-101 (SC-F23-1309-02 Protection from the Effect of HIRF);
   CRI F-54 (SC-F23-1309-03 Protection from the Effects of Lightning Strike, Indirect Effects);
   CRI F-58 (SC-F23.1353-02 Lithium Battery Installations)
4. Exemptions: None
5. Deviations: None
6. Equivalent Safety Findings: None
7. Requirements elected to comply:
   EASA CS-23 amdt.4 para. 23.1306
   EASA CS-23 amdt.4 para. 23.1308
8. Environmental Standards: Refer to TCDSN EASA.A.576
9. Operational Suitability Requirements:
   OSD MMEL: CS-GEN-MMEL, Initial Issue dated 31 January 2014
A.III. Technical Characteristics and Operational Limitations

1. Type Design Definition: Document no. 2010/010 “Type Design Definition”
2. Description:
   2.1 Basic: Single-engine, fixed pitch propeller, four seats, high wing aeroplane equipped with fixed tricycle landing gear, featuring composite, aluminium and steel construction.
   2.2 Optional (see note 1,3) Single-engine, variable pitch propeller, four seats, high wing aeroplane equipped with fixed tricycle landing gear, featuring composite, aluminium and steel construction.
3. Equipment: Equipment list, AFM, doc. No. 2010/100, Section 6
4. Dimensions: Span 10.30 m (33.79 ft) Length 7.97 m (26.15 ft) Height 2.64 m (8.66 ft) Wing Area 13.9 m² (149.6 ft²)
5. Engine:
   5.1 Basic
      5.1.1 Model: Lycoming Engines: IO-360-M1A
      5.1.2 Type Certificate: EASA Type Certificate No. EASA.IM.E.032
      5.1.3 Limitations
         5.1.3.1 Basic: Take-Off Power 134 kW (180HP) at 2700 RPM Max continuous power 134 kW (180HP) at 2700 RPM Other engine’s limitations are listed in doc. No. 2010/100 “P2010 Aircraft Flight Manual”, Section 2
         5.1.3.2 Optional (see note 1) Take-Off Power 134 kW (180HP) at 2700 RPM Max continuous power 129 kW (173HP) at 2600 RPM Other engine’s limitations are listed in doc. No. 2010/100 “P2010 Aircraft Flight Manual”, Section 2
   5.2 Optional (see note 3)
      5.2.1 Model: Lycoming Engines: IO-390-C3B6
      5.2.2 Type Certificate: EASA Type Certificate No. EASA.IM.E.097
      5.2.3 Limitations
         5.2.3.1 Basic: Take-Off Power 160.3 kW (215HP) at 2700 RPM Max continuous power 160 kW (215HP) at 2700 RPM
Other engine’s limitations are listed in doc. No. 2010/100 “P2010 Aircraft Flight Manual”, Section 2

6. Load factors:

<table>
<thead>
<tr>
<th>Flap UP</th>
<th>Flap DOWN</th>
</tr>
</thead>
<tbody>
<tr>
<td>Positive</td>
<td>+3.8 g</td>
</tr>
<tr>
<td>Negative</td>
<td>-1.52 g</td>
</tr>
</tbody>
</table>

7. Propeller:

7.1 Basic:

7.1.1 Model: MT Propeller: MT 188 R 145-4G
7.1.2 Type Certificate: EASA Type Certificate No. EASA.P.006
7.1.3 Number of blades: 2
7.1.4 Diameter: 1.880 m (74 in) – No reduction is permitted
7.1.5 Sense of Rotation: Clockwise (pilot’s view)

7.2 Optional 1: (see note 1)

7.2.1 Model: MT Propeller: MTV-15-B/193-52 ( ) (see note 6)
7.2.2 Type Certificate: EASA Type Certificate No. EASA.P.098
7.2.3 Number of blades: 2
7.2.4 Diameter: 1.930 m (76 in) – No reduction is permitted
7.2.5 Sense of Rotation: Clockwise (pilot’s view)

7.3 Optional 2: (see note 3)

7.3.1 Model: MT Propeller: MTV-12B/183-59 ( ) (see note 6)
7.3.2 Type Certificate: EASA Type Certificate No. EASA.P.013
7.3.3 Number of blades: 3
7.3.4 Diameter: 1.830 m (72 in) – No reduction is permitted
7.3.5 Sense of Rotation: Clockwise (pilot’s view)

8. Fluids

8.1 Fuel:

AVGAS Grade 91/96 or 100 LL (ASTM D910) (see note 3)
MOGAS EN 228 (E) (see note 2)
8.2 Oil:

<table>
<thead>
<tr>
<th>Average Ambient Temperature</th>
<th>MIL-L-6082B or SAEJ1966 Spec. Mineral Grades</th>
<th>MIL-L-22851 or SAEJ1899 Spec. Ashless Dispersant Grades</th>
</tr>
</thead>
<tbody>
<tr>
<td>All Temperatures</td>
<td>----</td>
<td>SAE15W50 or SAE20W-50</td>
</tr>
<tr>
<td>Above 80°F</td>
<td>SAE60</td>
<td>SAE60</td>
</tr>
<tr>
<td>Above 60°F</td>
<td>SAE50</td>
<td>SAE40 or SAE50</td>
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<tr>
<td>30°F to 90°F</td>
<td>SAE40</td>
<td>SAE40</td>
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<tr>
<td>0°F to 70°F</td>
<td>SAE30</td>
<td>SAE40, SAE30, SAE20W40</td>
</tr>
<tr>
<td>Below 10°F</td>
<td>SAE20</td>
<td>SAE30 or SAE20W30</td>
</tr>
</tbody>
</table>

Refer to Lycoming (L)IO-360-M1A “Operation and Installation Manual” and Lycoming (L)IO-390-C1B3 “Operation and Installation Manual” for list of alternative recommended commercial brands and types.

9. Fluid capacities:

9.1 Fuel:

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>2 Tanks:</td>
<td>120 litres each (31.7 US gallons)</td>
</tr>
<tr>
<td>Total:</td>
<td>240 litres (63.4 US gallons)</td>
</tr>
<tr>
<td>Usable:</td>
<td>231 litres (61 US gallons)</td>
</tr>
</tbody>
</table>

9.2.1 Oil:

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Total:</td>
<td>7.57 litres (8 US qts)</td>
</tr>
<tr>
<td>Minimum:</td>
<td>3.78 litres (4 US qts)</td>
</tr>
</tbody>
</table>

9.2.2 Oil (see note 3):

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
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</tr>
</thead>
<tbody>
<tr>
<td>Total:</td>
<td>6.62 litres (7 US qts)</td>
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<tr>
<td>Minimum:</td>
<td>3.78 litres (4 US qts)</td>
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</table>

10. Air Speeds:

<table>
<thead>
<tr>
<th>Speed</th>
<th>Speed (KCAS)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Never exceed speed</td>
<td>164</td>
</tr>
<tr>
<td>VNE</td>
<td></td>
</tr>
<tr>
<td>Maximum Structural</td>
<td>130</td>
</tr>
<tr>
<td>Cruising Speed</td>
<td></td>
</tr>
<tr>
<td>VNO</td>
<td></td>
</tr>
<tr>
<td>Design Manoeuvring</td>
<td>119</td>
</tr>
<tr>
<td>Speed VA</td>
<td></td>
</tr>
<tr>
<td>Operating Manoeuvring</td>
<td>119</td>
</tr>
<tr>
<td>Speed VO</td>
<td></td>
</tr>
<tr>
<td>Maximum flaps</td>
<td>92</td>
</tr>
<tr>
<td>Extended speed VFE</td>
<td></td>
</tr>
</tbody>
</table>

11. Maximum Operating Altitude:

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
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</thead>
<tbody>
<tr>
<td>12000 ft</td>
<td></td>
</tr>
<tr>
<td>14000 ft (see note 7)</td>
<td></td>
</tr>
</tbody>
</table>

12. Allweather Operations Capability:

Day/Night-VFR, IFR;

Refer to KOEL contained in the AFM, doc. No. 2010/100, Section 2.

Flight into expected or actual icing conditions is prohibited.
13. Maximum Weights:
   - Max Take-Off: 1160 kg (2557 lb)
   - Max Landing: 1160 kg (2557 lb)

14. Centre of Gravity Range:
   - Forward Limit: 0.262 m (19% MAC) behind datum
   - Aft Limit: 0.440 m (32% MAC) behind datum
   - Mean Aerodynamic Chord is 1.378 m (54.2 in)

15. Datum:
   - Vertical plane tangent to wing leading edge

16. Control surface deflections:
   - Stabilator: 17°±2° to pitch up / 6°±2° to pitch down
   - Stabilator Trim Tab: 15 ±1° downward / 3°±1° upward
   - Stabilator Trim Tab: 6 ±1° downward / 3°±1° upward (see note 4)
   - Aileron: 19°±2° upward / 14°±2° downward
   - Rudder: 25°±2° left / 25°±2° right
   - Rudder Trim Tab: 20°±2° left / 20° ±2° right
   - Flaps: 0° Fully Retracted / 40°±1° Fully Extended

17. Levelling Means:
   - seat track supporting beams (see procedure in doc. No. 2010/100 “P2010 Aircraft Flight Manual”, Section 6)

18. Minimum Flight Crew: 1

19. Maximum Passenger Seating Capacity: 3

20. Baggage/Cargo Compartments:
   - Max Allowable Load: 40 kg (88 lb)
   - Location: 1.56 m (61.41 in) from datum

21. Wheels and Tyres:
   - Nose Wheel Tyre: 5.00-5, Type III
   - Main Wheel Tyre: 6.00-6, Type III
   - For approved Types and rating see AMM, doc No. 2010/101

22. Serial Numbers Eligible: See Note 5
A.IV. **Operating and Service Instructions**


A.V. **Operational Suitability Data (OSD)**

The Operational Suitability Data elements listed below are approved by the European Union Aviation Safety Agency under the EASA Type Certificate EASA.A.576 as per Commission Regulation (EU) 748/2012 as amended by Commission Regulation (EU) No 69/2014.

1. Master Minimum Equipment List (MMEL)
   
   The MMEL is defined in the P2010 GEN.MMEL, Report n°2010/164, Revision 0 or later approved revisions.
A.VI. Notes:

1) When MOD 2010/002 (EASA approval 10052750) is installed
2) When MOD 2010/032 (EASA approval 10055692) is installed
3) When MOD 2010/078 (EASA approval 10065113) is installed
4) When MOD 2010/133 (EASA approval 10069356) is installed
5) Manufacturer’s eligible serial numbers:
   - s/n 002 to subsequent for a/c manufactured by C.A. Tecnam S.P.A. under certificate EASA production certificate IT.21G.0032,
   - s/n CP-001 to subsequent for a/c manufactured by LUSY Co. LTD under certificate CAAC production certificate PC0034A-DB
   The aircraft s/n CP-001 to subsequent can be delivered in China (including Hong Kong, Macao and Taiwan), Mongolia, North Korea & Pakistan and cannot be registered in Europe.
6) 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
7) When MOD 2010/194 (EASA approval 10073987) and MOD2010/078 (EASA approval 10065113) are installed
SECTION B: P2010 TDI

B.I. General

1. Data Sheet No.: EASA.A.576
2. a) Type: P2010
   b) Model: P2010 TDI
   c) Variant: --
3. Airworthiness Category: CS-23 Normal category
4. Type Certificate Holder: Costruzioni Aeronautiche Tecnam S.p.A.
   Via Salvo D’acquisto 62
   80042 Boscotrecase, Napoli
   ITALIA
5. Manufacturer: See B.VI, Note 1
6. Certification Application Date: 29 April 2019
7. (Reserved) National Certifying Authority
   N/A
8. (Reserved) National Authority
   Type Certificate Date:
   N/A

B.II. EASA Certification Basis

1. Reference Date for determining the applicable requirements: 29 April 2019
2. Airworthiness Requirements: EASA CS-23 amdt.2 dated 28 September 2010
   EASA CS-ACNS
3. Special Conditions:
   CRI B-52 (SC-B23.div-01 Human Factors – Integrated Avionic System);
   CRI F-58 (SC-F23.1353-02 Lithium Battery Installations)
   CRI E-103 (para.1) Installation of the diesel engine TAE 125-02
   CRI E-104 (SC-CS-23.1305- Fuel low level annunciation means)
4. Exemptions: None
5. Deviations: None
6. Equivalent Safety Findings: CRI E-103 (para.3) Installation of the diesel engine TAE 125-02
7. Requirements elected to comply:
   EASA CS-23 amdt.4 para. 23.1306
   EASA CS-23 amdt.4 para. 23.1308
8. Environmental Standards: Refer to TCDSN EASA.A.576
9. Operational Suitability Requirements
   OSD MMEL: CS-GEN-MMEL, Initial Issue dated 31 January 2014
B.III.  **Technical Characteristics and Operational Limitations**

1. **Type Design Definition:** Document no. 2010/637 “Type Design Definition”
2. **Description:**
   2.1 **Basic:** Single-engine, variable pitch propeller, four seats, high wing aeroplane equipped with fixed tricycle landing gear, featuring composite, aluminium and steel construction.
3. **Equipment:** Equipment list, AFM, doc. No. 2010/552, Section 6
4. **Dimensions:**
   - Span: 10.30 m (33.79 ft)
   - Length: 7.91 m (25.95 ft)
   - Height: 2.84 m (9.32 ft)
   - Wing Area: 13.9 m² (149.6 ft²)
5. **Engine:**
   5.1 **Basic**
   5.1.1 **Model:** Continental Engines: TAE 125-02-125
   5.1.2 **Type Certificate:** EASA Type Certificate No. EASA.E.055
   5.1.3 **Limitations**
      Take-Off Power 125 kW (168HP) at 2300 RPM
      Max continuous power 114 kW (153HP) at 2250 RPM
      Other engine’s limitations are listed in doc. No. 2010/552 “P2010 TDI Aircraft Flight Manual”, Section 2
6. **Load factors:**
   - Flap UP
     - Positive: +3.8 g
     - Negative: -1.52 g
   - Flap DOWN
     - Positive: +2.0 g
     - Negative: 0.0 g
7. **Propeller:**
   7.1 **Basic**
   7.1.1 **Model:** MT Propeller: MTV-6-R /190-69
   7.1.2 **Type Certificate:** EASA Type Certificate No. EASA.P.094
   7.1.3 **Number of blades:** 3
   7.1.4 **Diameter:** 1.900 m (75 in) – No reduction is permitted
   7.1.5 **Sense of Rotation:** Clockwise (pilot’s view)
8. **Fluids**
   8.1 **Fuel:**
      - JET A-1 (ASTM –D-1655)
      - Diesel (EN 590)
8.2 Oil: Engine

Gearbox

8.3 Coolant

Water / Cooler Protection

for more details see applicable AFM, Section 2

8.4 Ice Protection Fluids:

Liqui Moly “Diesel Flies-Fit” or see applicable AFM, Section 2

9. Fluid capacities:

9.1 Fuel:

2 Tanks: 120 litres each (31.7 US gallons)

Total: 240 litres (63.4 US gallons)

Usable: 231 litres (61 US gallons)

9.2 Oil:

Total: 6 litres (6.34 US qts)

Minimum: 4.5 litres (4.75 US qts)

10. Air Speeds:

Never exceed speed $V_{NE}$

164 KCAS

Maximum Structural Cruising Speed $V_{NO}$

130 KCAS

Design Manoeuvring speed $V_A$

119 KCAS

121 KCAS

(see B.VI, note 2)

122 KCAS

(see B.VI, note 3)

Operating Manoeuvring speed $V_O$

119 KCAS

121 KCAS

(see B.VI, note 2)

122 KCAS

(see B.VI, note 3)

Maximum flaps extended speed $V_{FE}$

92 KCAS LND

101 KCAS TO

93 KCAS LND

103 KCAS TO

(see B.VI, note 2)

94 KCAS LND

104 KCAS TO

(see B.VI, note 3)

11. Maximum Operating Altitude: 18000 ft

12. All-weather Operations Capability:

Day/Night-VFR, IFR;

Refer to KOEL contained in the AFM, doc. No. 2010/552, Section 2.

Flight into expected or actual icing conditions is prohibited
13. Maximum Weights:  
Max Take-Off: 1160 kg (2557 lb)  
1200 Kg (2645 lb) (see B.VI, note 2)  
1220 Kg (2690 lb) (see B.VI, note 3)  
Max Landing: 1160 kg (2557 lb)  
1200 Kg (2645 lb) (see B.VI, note 2)  
1220 Kg (2690 lb) (see B.VI, note 3)  

14. Centre of Gravity Range:  
Forward Limit:  
0.275 m (19% MAC) behind datum up to 1000Kg  
0.330 m (23% MAC) behind datum up to MTOW or  
- 0.344 m (24% MAC) behind datum up to MTOW (see B.VI, note 2)  
- 0.351 m (24.5% MAC) behind datum up to MTOW (see B.VI, note 3)  
Aft Limit:  
0.454 m (32% MAC) behind datum  
Mean Aerodynamic Chord is 1.378 m (54.2 in)  

15. Datum:  
Vertical plane tangent to wing leading edge  

16. Control surface deflections:  
Stabilator TE: 17°±2° upward/ 6°±2° downward  
Stabilator Trim Tab TE (Stabliator 0°): 8±2° downward/ 2°±2° upward  
Aileron TE: 19°±2° upward/ 14°±2° downward  
Rudder TE: 25°±2° left/ 25°±2° right  
Rudder Trim Tab TE: 20°±2° left/ 20° ±2° right  
Flaps TE: 0° Fully Retracted/ 40°±1° Fully Extended  

17. Levelling Means:  
seat track supporting beams (see procedure in doc. No. 2010/552 “P2010 TDI Aircraft Flight Manual”, Section 6)  

18. Minimum Flight Crew:  
1  

19. Maximum Passenger Seating Capacity:  
3  

20. Baggage/Cargo Compartments:  
Max Allowable Load: 40 kg (88 lb)  
Location: 1.56 m (61.41 in) from datum  

21. Wheels and Tyres:  
Nose Wheel Tyre Size: 5.00-5, Type III  
Main Wheel Tyre Size 6.00-6, Type III  
For approved Types and rating see AMM, doc No. 2010/553  

22. Serial Numbers Eligible:  
See B.VI, Note 1
B.IV. Operating and Service Instructions


B.V. Operational Suitability Data (OSD)

The Operational Suitability Data elements listed below are approved by the European Union Aviation Safety Agency under the EASA Type Certificate EASA.A.576 as per Commission Regulation (EU) 748/2012 as amended by Commission Regulation (EU) No 69/2014.

1. Master Minimum Equipment List (MMEL)
   The MMEL is defined in the P2010 GEN.MMEL, Report n°2010/164, Revision 0 or later approved revisions.
B.VI. Notes:

1) Manufacturer’s eligible serial numbers:
   - S/N 100 to subsequent (when MOD2010/162 is installed - EASA approval 10074522) for A/C manufactured by C.A. Tecnam S.P.A. under certificate EASA production certificate IT.21G.0032,

2) When MOD 2010/207 (EASA approval 10076578) is installed
3) When MOD 2010/269 (EASA approval 10081499) is installed
ADMINISTRATIVE SECTION

I. Acronyms

AFM – Aircraft Flight Manual
AMM – Aircraft Maintenance Manual
ASTM – American Society for Testing and Materials
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
MLW – Maximum Landing Weight
MTOW – Maximum Take-Off Weight
MZFW – Maximum Zero Fuel Weight
TC – Type Certificate
TCDS – Type Certificate Data Sheet
VFR – Visual Flight Rules
IFR – Instrumental Flight Rules
TE – Trailing Edge

II. Type Certificate Holder Record

<table>
<thead>
<tr>
<th>TC Holder</th>
<th>Period</th>
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<tr>
<td>Costruzioni Aeronautiche TECNAM S.p.A.</td>
<td>Effective</td>
</tr>
<tr>
<td>Via Salvo D'acquisto 62</td>
<td></td>
</tr>
<tr>
<td>80042 Boscotrecase, Napoli</td>
<td></td>
</tr>
<tr>
<td>ITALIA</td>
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</tbody>
</table>
### III. Change Record

<table>
<thead>
<tr>
<th>Issue</th>
<th>Date</th>
<th>Changes</th>
<th>TC Issue No. &amp; Date</th>
</tr>
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<tbody>
<tr>
<td>Issue 01</td>
<td>26 Sept 2014</td>
<td>Initial Issue</td>
<td>26 Sept 2014</td>
</tr>
<tr>
<td>Issue 02</td>
<td>05 May 2015</td>
<td>MT Variable Pitch Propeller Added</td>
<td></td>
</tr>
<tr>
<td>Issue 03</td>
<td>16 Dec 2015</td>
<td>Update to include changes: MOD2010/001 “GFC 700 autopilot” (EASA approval 10055187), MOD2010/003 “Alternative avionics configuration” (EASA approval 10053996), MOD2010/032 Automobile fuel (EASA approval 10055692)</td>
<td></td>
</tr>
<tr>
<td>Issue 04</td>
<td>22 Dec 2016</td>
<td>Introduction of OSD MMEL. CRI F-102 (and corresponding note 3) has been removed since it is not a special condition</td>
<td></td>
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<tr>
<td>Issue 05</td>
<td>29 March 2018</td>
<td>Amended to include change MOD2010/078 (EASA approval 10065113)</td>
<td></td>
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<tr>
<td>Issue 06</td>
<td>25 March 2019</td>
<td>Amended to include change MOD2010/133 (EASA approval 10069356), remove typos and update company business registration.</td>
<td></td>
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<tr>
<td>Issue 07</td>
<td>23 May 2019</td>
<td>Added Chinese manufacturer, updated eligible s/n and Company address</td>
<td></td>
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<tr>
<td>Issue 08</td>
<td>20 Dec 2019</td>
<td>Updated propeller designation (field A.III (7.2 and 7.3). Added note 6</td>
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<tr>
<td>Issue 09</td>
<td>07 Aug 2020</td>
<td>Amended to remove typo and include change MOD2010/194 (EASA approval 10073987)</td>
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<td>Issue 10</td>
<td>08 Oct 2020</td>
<td>Amended to included P2010 TDI model (MOD2010/162 –EASA approval 10074522)</td>
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<td>Issue 11</td>
<td>31 May 2021</td>
<td>Amended to include change MOD2010/207 (EASA approval 10076578) and remove typo in notes reference</td>
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<tr>
<td>Issue 12</td>
<td>23 March 2023</td>
<td>Amended to include change MOD2010/269 (EASA approval 10081499), included reference to TCDSN and improved control surface deflection information on P2010TDI</td>
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