



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 |
| 2. Airworthiness Requirements | EASA CS-23 amdt. 4 dated 15 July 2015. |
| 3. Special Conditions | SC-C23.div01 Human Factors –Integrated Avionic System (CRI B-52); SC-F23.1353-02 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 O-08), see note 10; |
| 4. Exemptions | None |
| 5. (Reserved) Deviations | None |
| 6. Equivalent Safety Findings | CRI-D-104 Ditching emergency exit, see note 12; |
| 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 1 st 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: | Span | 14.0 m 16.6 m | (45.9 ft) (54,5 ft) (see note 11) |
| | Length | 11.8 m | (38.7 ft) |
| | Height | 4.4 m | (14.4 ft) |
| | Wing Area | 25.4 m ² 30.6 m ² | (273 sqft) (329.5 sqft) (see note 11) |
| 5. Engine | | | |
| 5.1 Basic | | | |
| 5.1.1. Model | No.2 Lycoming TEO-540-C1A | | |
| 5.1.2 Type Certificate | EASA TCDS n° EASA.IM.E.119 | | |
| 5.1.3 Limitations | Max continuous power 280 kW (375HP) at 2575 RPM Other engine's limitations are listed in doc. No. 2012/100 "AFM", Section 2 | | |
| 5.2 Optional (see note 3) | | | |
| 5.2.1. Model | No.2 Continental GTSIO-520-S | | |
| 5.2.2 Type Certificate | EASA TCDS n° EASA.IM.E.248 | | |
| 5.2.3 Limitations | Max continuous power 280 kW (375HP) at 3350 RPM Other engine's limitations are listed in doc. No. 2012/391 "AFM", Section 2 | | |
| 6. Load factors | | | |
| 6.1Basic | | Flap UP | Flap DOWN |
| | Positive | +3.44 g +3.42 g | +2.0 g +2.0 g (see note 5) |
| | Negative | -1.37g | 0.0 g |
| 7. Propeller | | | |
| 7.1 Basic | | | |
| 7.1.1 Model | No.2 MT Propeller MTV-14-B-C-F/CF195-30 () (see note 1) | | |
| 7.1.2 Type Certificate | EASA TCDS n° P.017 | | |
| 7.1.3 Number of blades | 4 | | |
| 7.1.4 Diameter | 1950 mm | | |
| 7.1.5 Sense of Rotation | Clockwise (pilot's view) | | |



7.2 Optional (see note 3)

| | |
|-------------------------|--------------------------------------------------------|
| 7.2.1 Model | No.2 MT Propeller MTV-9-E-C-F/CF226-37() (see note 1) |
| 7.2.2 Type Certificate | EASA TCDS n° P.096 |
| 7.2.3 Number of blades | 3 |
| 7.2.4 Diameter | 2260 mm |
| 7.2.5 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) |
| | | 720 litres | (190 US Gallon) (see note 11) |
| | Usable: | 728 litres | (192.3 US Gallon) |
| | | 650 litres | (172 US Gallon) (see note 11) |
| 9.2 Oil | Maximum oil capacity: | 11.3 litres | (12.0 qts) |
| | | 12.3 litres | (13.0 qts) (see note 3) |
| | Minimum: | 3.8 litres | (4.0 qts) |
| | | 6.5 litres | (7.0 qts) (see note 3) |

10. Airspeeds (Basic)

| | |
|-------------------------------------------|-----------------------------------------------------------------|
| Design Maneuvering Speed V_A : | 141 KIAS (142 KCAS) |
| Flap Extended Speed V_{FE} : | 124 KIAS (125 KCAS) <i>TO</i> 119 KIAS (119 KCAS) <i>LND</i> |
| Minimum Control Speed V_{MC} : | 70 KIAS (76 KCAS) <i>TO</i> 67 KIAS (73 KCAS) <i>LND</i> |
| 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} : | 126 KIAS (127 KCAS) <i>TO</i> 120 KIAS (120 KCAS) <i>LND</i> |
| Minimum Control Speed V_{MC} : | 71 KIAS (77 KCAS) <i>TO</i> 68 KIAS (74 KCAS) <i>LND</i> |
| 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 |



10.2 Airspeeds (Optional) see note 3 and note 5:

| | |
|-------------------------------------------|-----------------------------------------------------------------|
| Design Maneuvering Speed V_A : | 145 KIAS (143 KCAS) |
| Flap Extended Speed V_{FE} : | 129 KIAS (127 KCAS) <i>TO</i> 119 KIAS (120 KCAS) <i>LND</i> |
| Minimum Control Speed V_{MC} : | 73 KIAS (77 KCAS) <i>TO</i> 64 KIAS (68 KCAS) <i>LND</i> |
| Cruising Speed V_{NO} : | 181 KIAS (177 KCAS) (up to 15000ft) |
| Cruising Speed V_{NO} (see note 9): | 164 KIAS (161 KCAS) @19500ft |
| Never Exceed Speed V_{NE} : | 228 KIAS (222 KCAS) (up to 15000ft) |
| Never Exceed Speed V_{NE} (see note 9): | 207 KIAS (202 KCAS) @19500ft |

10.3 Airspeeds (Optional) see note 11 and note 5:

| | |
|-------------------------------------------|---------------------------------------------------------------|
| Design Maneuvering Speed V_A : | 132 KIAS (130 KCAS) |
| Flap Extended Speed V_{FE} : | 108 KIAS (109 KCAS) <i>TO</i> 97 KIAS (99 KCAS) <i>LND</i> |
| Minimum Control Speed V_{MC} : | 67 KIAS (69 KCAS) <i>TO</i> 66 KIAS (68 KCAS) <i>LND</i> |
| Cruising Speed V_{NO} : | 166 KIAS (163 KCAS) (up to 13500ft) |
| Cruising Speed V_{NO} (see note 9): | 161 KIAS (158 KCAS) @19500ft |
| Never Exceed Speed V_{NE} : | 211 KIAS (204 KCAS) (up to 13500ft) |
| Never Exceed Speed V_{NE} (see note 9): | 205 KIAS (199 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) and Stall warning device for FIKI operations (MOD2012/030) are installed.

Flight into expected or actual icing conditions is forbidden when STOL configuration for GTSIO powered aeroplanes (MOD2012/250) is installed

13. Maximum Masses

| | | |
|----------|---------|------------------------|
| Take-off | 3600 kg | (7936 lb) |
| | 3680 kg | (8113 lb) (see note 5) |
| Landing | 3600 kg | (7936 lb) |
| | 3630 kg | (8003 lb) (see note 5) |

14. Centre of Gravity Range

| | | |
|---------------------------------------------------|--------------|-------------------------------------------|
| Forward limit: | | |
| 0.367 m | (18.0 % MAC) | behind Datum up to 3000Kg |
| 0.368 m | (18.0 % MAC) | behind Datum up to 3000Kg (see note 11). |
| 0.441 m | (22.0 % MAC) | behind Datum at MTOW:3600Kg |
| 0.450 m | (22.5 % MAC) | behind Datum at MTOW:3680Kg |
| 0.451 m | (22.5 % MAC) | behind Datum at MTOW:3680Kg(see note 11). |
| Straight line variation between indicated points. | | |



| | |
|----------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Rear limit: | 0.606 m (31.0 % MAC) behind Datum 0.610 m (31.0 % MAC) behind Datum (see note 11). MAC is 1.839m (72.4 in) MAC is 1.864m (73.5 in) (see note 11). |
| 15. Datum | Vertical plane tangent to wing leading edge |
| 16. Control surface deflections | Elevator T.E.: 23°±2° upward / 13°±2° downward 24°±2° upward / 11°±2° downward (see note 11). Elevator Tab T.E.: 8 ±2° / 21°±2° downward 6 ±4° / 23°±4° downward (see note 5). 2 ±4° / 38°±4° downward (see note 11). 2 ±4° / 24°±4° downward (see note 13). Aileron T.E.: 20°±2° upward / 15°±2° downward Aileron Tab T.E.: 30°±2° upward / 28°±2° downward Rudder T.E.: 22°±2° left / 22°±2° right 26°±2° left / 26°±2° right (see note 11). Rudder Tab T.E.: 6°±2° left / 6°±2° right Flaps T.E.: 0° / 15°±2° TO / 30°±2° LND 0° / 30°±2° TO / 35°±2° LND (see note 11). |
| 17. Levelling Means | Seat support tracks (see AFM, Sect.6 for the procedure) |
| 18. Minimum Flight Crew | 1 (Pilot) |
| 19. Maximum Passenger Seating Capacity | 9 (see note 6, 8) |
| 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 2012/100 "Aircraft Flight Manual" Issue. 1 or latest issue. Doc. No 2012/391 "Aircraft Flight Manual" Issue. 1 or latest issue(see note 3). Doc. No 2012/888 "Aircraft Flight Manual" Issue. 1 or latest issue(see note 11). |
| 2. Maintenance 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. 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.637 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 P2012 GEN.MMEL, Report n°2012/275, ed1rev2 or later approved revisions.

A.VI. 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: When MOD2012/023 (EASA approval 10080783) "Continental GTSIO-520-S engine" is installed

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

P2012 Optional Equipment

| ID | System Description |
|--------------------|---------------------------------------|
| MOD2012/001 | Autopilot System |
| MOD2012/002 | TKS FIKI system Ice protection system |
| MOD2012/003 | Flight Management System keyboard |
| MOD2012/004 | Weather radar |
| MOD2012/005 | TAS unit |
| MOD2012/006 | Satellite data-link |
| MOD2012/007 | Iridium data-link |
| MOD2012/009 | Air Conditioning |



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”

Note 11: When MOD2012/250 (EASA approval 10084025) “STOL configuration for GTSIO powered aeroplanes” is installed.

Note 12: When MOD2012/028 (EASA approval 10085056) “P2012 Cargo configuration” is installed.

Note 13: When MOD2012/352 (EASA approval 10089148) “P2012 STOL: Increased span of elevator tab” is installed



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

| TC Holder | Period |
|---------------------------------------------------------------------------------------------------|---------------|
| Costruzioni Aeronautiche TECNAM S.P.A. Via S. D'acquisto, 62 80062 Boscotrecase (NA), ITALY | Effective |



III. Change Record

| Issue | Date | Changes | TC Issue No. & Date |
|-------|------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------|
| 01 | 19 November 2018 | Initial Issue | 19 Nov 2018 |
| 02 | 29 April 2019 | MOD2012/008 Approval (EASA N. 10069738) and typos error removal | 19 Nov 2018 |
| 03 | 29 May 2019 | MOD2012/022 Approval (EASA N. 10070098) and Company business address update | 19 Nov 2018 |
| 04 | 27 December 2019 | Updated propeller and engine information (field A.III (5.1 and 7.1). Amended note 1 | 19 Nov 2018 |
| 05 | 06 May 2020 | MOD 2012/017 (EASA N.10073218) is added | 19 Nov 2018 |
| 06 | 20 October 2020 | MOD 2012/098 (EASA N.10074612) (SMP) is added | 19 Nov 2018 |
| 07 | 14 December 2020 | Updated certification basis (filed 3 and 8 in A.II) and added MOD 2012/027 (EASA N. 10075149) | 19 Nov 2018 |
| 08 | 16 June 2021 | Update maximum operating altitude and airspeeds in accordance with MOD2012/020 (EASA approval 10076658) | 19 Nov 2018 |
| 09 | 03 November 2021 | Updated certification basis (filed 3 and 8 in A.II) and notes i.a.w. MOD 2012/153 (EASA N. 10077584) | 19 Nov 2018 |
| 10 | 21 March 2022 | Updated to remove Note 3 i.a.w MOD2012/036 (EASA N. 10078833) and Added OSD information (§A.V) | 19 Nov 2018 |
| 11 | 05 December 2022 | Amended to add new engine and propeller options as per MOD2012/023 (EASA approval N. 10080783) | 19 Nov 2018 |
| 12 | 01 March 2024 | Amended to add STOL configuration as per MOD2012/250 (EASA approval N. 10084025). the amendment includes the performance data updating and several typos. | 19 Nov 2018 |
| 13 | 04 November 2024 | Added CRI D-104 as per Design change MOD2012/028 (EASA approval N. 10085056) and typos error removal. | 19 Nov 2018 |
| 14 | 09 June 2026 | § A.III.16: Elevator Tab T.E. values updated to account for MOD2012/352 (EASA approval N. 10089148) § A.VI: note 13 added Annex 1 "Explanatory Notes" added | 19 Nov 2018 |

-END-

