TYPE-CERTIFICATE
DATA SHEET

EASA.A.185
P2006T

Type Certificate Holder
Costruzioni Aeronautiche TECNAM S.p.A.
Via S. D’Acquisto, 62
80042 Boscotrecase (Na)
ITALIA

Issue 13: 29 February 2024
CONTENT

SECTION A: P2006T ......................................................................................................... 4

A.I. General ......................................................................................................................... 4
A.II. EASA Certification Basis ................................................................................................. 4
A.III. Technical Characteristics and Operational Limitations.................................................. 5
A.IV. Operational Suitability Data (OSD).............................................................................. 8
A.VI. Notes......................................................................................................................... 9

SECTION ADMINISTRATIVE................................................................................................ 9

I. Acronyms & Abbreviations ............................................................................................. 10
II. Type Certificate Holder Record ....................................................................................... 10
III. Change Record ............................................................................................................... 11
SECTION A: P2006T

A.I. General
1. Type/ Model/ Variant
   1.1 Type P2006T
   1.2 Model P2006T

2. Airworthiness Category CS-23 Normal Category
3. Manufacturers See Note 5
4. EASA Type Certification
   Application Date 12 December 2005
5. State of Design Authority N/A
6. State of Design Authority Type Certificate Date N/A
7. EASA Type Certification Date 05 June 2009

A.II. EASA Certification Basis
1. Reference Date for determining the applicable requirements 12 December 2006
3. Special Conditions HIRF protection (project reference CRI F-01), see Appendix A
   Human Factors - Integrated Avionic System (project reference CRI B-52), see Appendix A and Note 2
   Lithium battery installation (project reference CRI F 58); see Appendix A and Note 3
4. Exemptions None
5. (Reserved) Deviations None
6. Equivalent Safety Findings CS23.807(e) Ditching Emergency Exits (CRI D-01);
   CS23.783(b), Main door (CRI D-02);
   CS23.865, Fire protection of flight controls, engine mounts and other flight structure (CRI D-03);
   CS23.1061(b), CS23.1063, Liquid Cooling Coolant tank (CRI E-01).
7. Environmental Protection Refer to TCDSN EASA.A.185
A.III. Technical Characteristics and Operational Limitations

1. Type Design Definition
   C.A. Tecnam Aircraft P2006T report “Type design definition” 2006/004 4th ed. and later revision

2. Description
   Twin engine, four-seated cantilever high wing airplane, aluminium construction, retractable tricycle landing gear.

3. Equipment
   Equipment list, AFM, Doc. 2006/044, Section 6

4. Dimensions:
   Span 11.4 m (37.4 ft)
   Length 8.7 m (28.5 ft)
   Height 2.85 m (9.35 ft)
   Wing Area 14.76 m² (158.9 sqft)

5. Engine
   5.1. Model
   No.2 BRP-Rotax GmbH 912 S3
   5.2 Type Certificate
   EASA TCDS n° E.121 dated 1 April 2008
   5.3 Limitations
   Max rotational speed (5 min) 5800 r.p.m.
   Max continuous rotational speed 5500 r.p.m.
   (Engine shaft rpm)
   Powerplant limits, AFM, Doc. 2006/044, Section 2,

6. Load factors
   6.1 Basic
   Flap UP Flap DOWN
   Positive +3.8 g +2.0 g
   Negative -1.78 g 0.0 g

7. Propeller
   7.1 Model
   No.2 MT Propeller MTV-21-A-C-F/CF178-05
   7.2 Type Certificate
   Type Certificate No. LBA 32.130/086
   7.3 Number of blades
   2
   7.4 Diameter
   1780 mm
   7.5 Sense of Rotation
   Clockwise (pilot’s view)

8. Fluids
   8.1 Fuel
   MOGAS (Min. RON 95/ AKI 91)
   • EN 228 Super/Super Plus
   • ASTM D4814
   • MOGAS MG 95 (IS 2796:2008) ; See Note 4
   AVGAS 100LL (ASTM D910)
   (see Rotax Operator’s Manual OM-912)
   8.2 Oil
   Lubricant specifications and grade are detailed into the “Rotax Operator’s Manual OM-912” and in its related documents.
   8.3 Coolant
   Water / Cooler Protection
   For more details, see AFM, 2006/044, Section 2
9. Fluid capacities

9.1 Fuel

- Total: 200 litres (52.8 US Gallon)
- Usable: 194.4 litres (51.4 US Gallon)

9.2 Oil

- Maximum: 3.0 litres (3.2 qts)
- Minimum: 2.5 litres (2.6 qts)

10. Air speeds

- Design Maneuvering Speed $V_A$: 119 KIAS (117 KCAS)
- Flap Extended Speed $V_{FE}$: 93 KIAS (92 KCAS) $LND$
- Minimum Control Speed $V_{MC}$: 62 KIAS (62 KCAS)
- Maximum Landing Gear Operation speed $V_{LO}$: 93 KIAS (92 KCAS)
- Maximum Landing Gear Extended Speed $V_{LE}$: 93 KIAS (92 KCAS)
- Maximum Structural Cruising Speed $V_{NO}$: 135 KIAS (134 KCAS)
- Never Exceed Speed $V_{NE}$: 167 KIAS (168 KCAS)

The following values apply when EASA Major Change Approval n. 10041602 “$V_{LE}$ and $V_{LO}$ increment” as per C.A. Tecnam MOD2006/033 is installed (Other Air Speeds remain unchanged):

- Maximum Landing Gear Operation Speed $V_{LO}$: 122 KIAS (119 KCAS)
- Maximum Landing Gear Extended Speed $V_{LE}$: 122 KIAS (119 KCAS)

The following values apply when EASA Major Change Approval n.10037759 “Increment of the maximum take-off weight (1230 Kg)” as per C.A. Tecnam MOD2006/015 is installed (Other Air Speeds remain unchanged):

- Design Maneuvering Speed $V_A$: 122 KIAS (119 KCAS)
- Flap Extended Speed $V_{FE}$: 93 KIAS (93 KCAS) $LND$
- Maximum Structural Cruising Speed $V_{NO}$: 138 KIAS (136 KCAS)
- Never Exceed Speed $V_{NE}$: 171 KIAS (172 KCAS)

The following values apply when EASA Major Change Approval n. 10083850 “MTOW increment up to 1290 kg” as per C.A. Tecnam MOD2006/416 is installed (Other Air Speeds remain unchanged):

- Design Maneuvering Speed $V_A$: 125 KIAS (122 KCAS)
- Flap Extended Speed $V_{FE}$: 97 KIAS (95 KCAS) $LND$
- Maximum Structural Cruising Speed $V_{NO}$: 138 KIAS (135 KCAS)
- Never Exceed Speed $V_{NE}$: 171 KIAS (170 KCAS)
11. Maximum Operating Altitude: 14,000 ft
12. Approved Operations Capability Day/Night-VFR, IFR
   Flight into expected or actual icing conditions is prohibited, see Note 1
13. Maximum Masses
   |       |            |            |
   |       | Take-off   | Zero Fuel  | Landing   |
   |       | 1180 kg   | 1145 kg   | 1180 kg   |
   |       | (2600 lb) | (2524 lb) | (2600 lb) |

The following values apply when EASA Major Change Approval n. 10037759 “Increment of the maximum take-off weight (1230 Kg)” as per C.A. Tecnam MOD2006/015 is installed:

   |       |            |            |
   |       | Take-off   | Zero Fuel  | Landing   |
   |       | 1230 kg   | 1195 kg   | 1230 kg   |
   |       | (2712 lb) | (2635 lb) | (2712 lb) |

The following values apply when EASA Major Change Approval n. 10083850 “MTOW increment up to 1290 kg” as per C.A. Tecnam MOD2006/416 is installed:

   |       |            |            |
   |       | Take-off   | Zero Fuel  | Landing   |
   |       | 1290 kg   | 1169 kg   | 1290 kg   |
   |       | (2844 lb) | (2577 lb) | (2844 lb) |

14. Centre of Gravity Range
   Forward limit 0.221 m (16.5 % MAC) behind datum up to 1230 kg
   0.261 m (19.5 % MAC) behind datum at 1290 kg
   Straight line variation between indicated points.
   Rear limit: 0.415 m (31.0 % MAC) behind Datum
15. Datum
   Wing leading edge (MAC = 1.339m)
16. Control surface deflections
   Stabilator: 15°±2° to pitch up / 4°±2° to pitch down
   Stabilator Trim Tab: 19°±2° upward / 2°±2° downward
   Aileron: 20°±2° upward / 17°±2° downward
   Rudder: 26°±2° left / 26°±2° right
   Flaps: 0° Fully Retracted /40°±2° Fully Extended
17. Levelling Means
   Seat support trusses (see AFM, 2006/044, Sect.6 for the procedure)
18. Minimum Flight Crew 1 (Pilot)
19. Maximum Passenger Seating Capacity 3
20. Baggage/ Cargo Compartments
   Max. allowable Load 80 kg
   Location 1.215m aft the datum
21. Wheels and Tyres
   Nose Wheel Tyre Size 5.00-5
   Main Wheel Tyre Size 6.00-6
22. Serial Numbers Eligible: See Note 5
A.IV. Operating and Service Instructions

1. Flight Manual

   Doc. No 2006/045 “Aircraft Maintenance Manual” last issue

3. Illustrated Parts Catalogue
   Doc. No 2006/046 “Airplane Illustrated Parts Catalogue” last issue

4. Instruments and aggregates:
   Doc. No 2006/045 “Aircraft Maintenance Manual” last issue

A.V. Operational Suitability Data (OSD)

The Operational Suitability Data elements listed below are approved by the European Aviation Safety Agency under the EASA Type Certificate EASA.A.185 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 P2006T GEN.MMEL, Report n°2006/384, Revision 0 or later approved revisions.
A.VI. Notes

1. Airplane has been certified to operate VFR Day, VFR Night and IFR Night. Basic aircraft equipment configuration allows VFR Day operation. Additional equipment configuration are available at customer choice (see “Aircraft Flight Manual” Sect.6 for further information).

2. When major change, “Tecnam MOD2006/002” (Easa approval 10029633), is installed for Optional Equipment Garmin G950, the corresponding major modification to CRI A-01 must be considered together with special condition detailed in CRI B-52 “Human factor in Integrated Avionic Systems”.

3. When major change, “Tecnam MOD2006/212” (Easa approval 10058288), is installed for Optional Equipment "MD302 Alternative Stand-By Instrument", the corresponding major modification to CRI A-01 must be considered together with special condition detailed in CRI F-58 “Lithium battery installation”.

4. When major change, Tecnam MOD 2006/284 (EASA approval 10061637), is installed

5. Serial Nos. Eligible:
   - S/N 001 and subsequent, manufactured by Costruzioni Aeronautiche TECNAM S.p.A. under certificate EASA production certificate IT.21G.0032
   - S/N CP-001 and subsequent, manufactured by LUSY Co. LTD under the Chinese Production Certificate PC0034A-D8, are not eligible for registration in the EU, Norway, Iceland, Switzerland and Lichtenstein.
   - Spare parts with a Chinese Authorized Release Certificate are not eligible for installation in aircraft registered in the EU, Norway, Iceland, Switzerland and Lichtenstein.

6. When engines with designation extended with suffix “-01” (e.g. Rotax 912 S2-01) are installed (as per MOD2006/227, EASA approval 10054149), the engine temperature measurement methods have been amended from CHT (cylinder head temperature) and CT (coolant temperature) to only CT (coolant temperature).
SECTION ADMINISTRATIVE

I. Acronyms & Abbreviations
AFM – Aircraft Flight Manual
AMM – Aircraft Maintenance Manual
CRI – Certification Review Item
CS – Certification Specification
EASA – European 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>
</tr>
</thead>
<tbody>
<tr>
<td>Costruzioni Aeronautiche TECNAM S.r.l. Via Tasso, 478 80127 Napoli, ITALIA</td>
<td>From 5th June 2009 until 04th September 2019</td>
</tr>
<tr>
<td>Costruzioni Aeronautiche TECNAM S.p.A. Via Salvo D’Acquisto, 62 80042 Boscotrecase (NA), ITALIA</td>
<td>Effective</td>
</tr>
</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>
</thead>
<tbody>
<tr>
<td>Issue 01</td>
<td>5 June 2009</td>
<td>Initial issue</td>
<td>05 June 2009</td>
</tr>
<tr>
<td>Issue 02</td>
<td>30 March 2012</td>
<td>Update to include changes MOD2006/002” (Easa approval 10029633) and MOD2006/015” (Easa approval 10037759)</td>
<td></td>
</tr>
<tr>
<td>Issue 03</td>
<td>20 December 2012</td>
<td>Update to include changes MOD2006/033” (Easa approval 10041602)</td>
<td></td>
</tr>
<tr>
<td>Issue 04</td>
<td>08 November 2013</td>
<td>Amend fuel specification</td>
<td></td>
</tr>
<tr>
<td>Issue 05</td>
<td>22 December 2016</td>
<td>Introduction of OSD MMEL</td>
<td></td>
</tr>
<tr>
<td>Issue 06</td>
<td>09 June 2017</td>
<td>Update to include changes MOD2006/212” (Easa approval 10058288) and MOD2006/284 (EASA approval 10061637)</td>
<td></td>
</tr>
<tr>
<td>Issue 07</td>
<td>26 April 2018</td>
<td>add new manufacturer, s/n eligible, latest edition of TDD and company registration change</td>
<td></td>
</tr>
<tr>
<td>Issue 08</td>
<td>09 July 2018</td>
<td>Correction of Chinese manufacturer’s name</td>
<td></td>
</tr>
<tr>
<td>Issue 09</td>
<td>05 September 2019</td>
<td>Company address update and improved description of Note 5.</td>
<td></td>
</tr>
<tr>
<td>Issue 10</td>
<td>20 December 2019</td>
<td>Updated Engine designation (field 5 in A.III); added note 6 in A.V ; removed “variant” and added “model” in A.I.</td>
<td></td>
</tr>
<tr>
<td>Issue 11</td>
<td>11 November 2020</td>
<td>Corrected references in certification basis and removed typos (filed 3 and 7 in A.II); Added Appendix A.</td>
<td></td>
</tr>
<tr>
<td>Issue 12</td>
<td>10 October 2022</td>
<td>Fixed typos in minimum oil capacity value</td>
<td></td>
</tr>
<tr>
<td>Issue 13</td>
<td>29 February 2024</td>
<td>Update to include change MOD2006/416 (Easa approval n. 10083850)</td>
<td></td>
</tr>
</tbody>
</table>
## Appendix A

### Special Condition

<table>
<thead>
<tr>
<th>HIRF protection (Project reference CRI F-01)</th>
</tr>
</thead>
<tbody>
<tr>
<td>The Policy Paper INT/POL/23/1 Issue dated 01.06.03 is considered a special condition for the P2006T HIRF protection.</td>
</tr>
</tbody>
</table>

### Special Condition

<table>
<thead>
<tr>
<th>Human Factors in Integrated Avionics Systems (Project reference CRI B-52)</th>
</tr>
</thead>
<tbody>
<tr>
<td>a) The design of the integrated flight deck interface must adequately address the foreseeable performance, capability and limitations of the pilot.</td>
</tr>
<tr>
<td>b) More specifically, the team must be satisfied with the following aspects of the flight deck interface design:</td>
</tr>
<tr>
<td>i. Ease of operation including automation;</td>
</tr>
<tr>
<td>ii. Effects of pilot errors in managing the aircraft systems, including the potential for error, the possible severity of the consequences, and the provision for recognition and recovery from error;</td>
</tr>
<tr>
<td>iii. Workload during normal and abnormal operation; and</td>
</tr>
<tr>
<td>iv. Adequacy of feedback, including clear and unambiguous:</td>
</tr>
<tr>
<td>• presentation of information;</td>
</tr>
<tr>
<td>• representation of system condition by display of system status;</td>
</tr>
<tr>
<td>• indication of failure cases, including aircraft status;</td>
</tr>
<tr>
<td>• indication when pilot input is not accepted or followed by the system;</td>
</tr>
<tr>
<td>• indication of prolonged or severe compensatory action by a system when such action could adversely affect aircraft safety,</td>
</tr>
<tr>
<td>• Indication of reversionary modes and back-up status</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Lithium Battery Installation (Project reference CRI F-58)</th>
</tr>
</thead>
<tbody>
<tr>
<td>In lieu of the requirements of CS 23.1353(f), (g)(1) through (g)(3) the following applies:</td>
</tr>
<tr>
<td>(a) Lithium batteries and battery installations must be designed and installed as follows:</td>
</tr>
<tr>
<td>(1) Safe cell temperatures and pressures must be maintained during any probable charging or discharging condition, or during any failure of the charging or battery monitoring system not shown to be extremely remote. The Li battery installation must be designed to preclude explosion in the event of those failures.</td>
</tr>
<tr>
<td>(2) Li batteries must be designed to preclude the occurrence of self-sustaining, uncontrolled increases in temperature or pressure.</td>
</tr>
<tr>
<td>(3) No explosive or toxic gasses emitted by any Li battery in normal operation or as the result of any failure of the battery charging or monitoring system, or battery installation not shown to be extremely remote, may accumulate in hazardous quantities within the aeroplane.</td>
</tr>
<tr>
<td>(4) Li battery installations must meet the requirements of CS 23.863(a) through (d).</td>
</tr>
<tr>
<td>(5) No corrosive fluids or gasses that may escape from any Li battery may damage surrounding aeroplane structures or adjacent essential equipment.</td>
</tr>
</tbody>
</table>
(6) Each Li battery installation must have provisions to prevent any hazardous effect on structure or essential systems that may be caused by the maximum amount of heat the battery can generate during a short circuit of the battery or of its individual cells.

(7) Li battery installations must have a system to control the charging rate of the battery automatically so as to prevent battery overheating or overcharging, and,

(i) A battery temperature sensing and over-temperature warning system with a means for automatically disconnecting the battery from its charging source in the event of an over-temperature condition or,

(ii) A battery failure sensing and warning system with a means for automatically disconnecting the battery from its charging source in the event of battery failure.

(8) Any Li battery installation whose function is required for safe operation of the aeroplane, must incorporate a monitoring and warning feature that will provide an indication to the appropriate flight crewmembers, whenever the capacity and SOC of the batteries have fallen below levels considered acceptable for dispatch of the aeroplane.

(9) The Instructions for Continued Airworthiness must contain maintenance procedures for Lithium-ion batteries in spares storage to prevent the replacement of batteries whose function is required for safe operation of the aeroplane, with batteries that have experienced degraded charge retention ability or other damage due to prolonged storage at low SOC.

(b) Compliance with the requirements of this Special Condition must be shown by test or, with the concurrence of EASA, by analysis.

-END-