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 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:	Span	14.0 m	(45.9 ft)
		16.6 m	(54,5 ft) (see note 11)
	Length	11.8 m	(38.7 ft)
	Height	4.4 m	(14.4 ft)
	Wing Area	25.4 m²	(273 sqft)
		30.6 m²	(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	+2.0 g	
	+3.42 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) *TO*
	119 KIAS (119 KCAS) *LND*
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}:	126 KIAS (127 KCAS) *TO*
	120 KIAS (120 KCAS) *LND*
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

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) *TO*
	119 KIAS (120 KCAS) *LND*
Minimum Control Speed V_{MC}:	73 KIAS (77 KCAS) *TO*
	64 KIAS (68 KCAS) *LND*
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) *TO*
	97 KIAS (99 KCAS) *LND*
Minimum Control Speed V_{MC}:	67 KIAS (69 KCAS) *TO*
	66 KIAS (68 KCAS) *LND*
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).
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.

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	EASA.A.637
02	29 April 2019	MOD2012/008 Approval (EASA N. 10069738) and typos error removal	/
03	29 May 2019	MOD2012/022 Approval (EASA N. 10070098) and Company business address update	/
04	27 December 2019	Updated propeller and engine information (field A.III (5.1 and 7.1). Amended note 1	/
05	06 May 2020	MOD 2012/017 (EASA N.10073218) is added	/
06	20 October 2020	MOD 2012/098 (EASA N.10074612) (SMP) is added	/
07	14 December 2020	Updated certification basis (filed 3 and 8 in A.II) and added MOD 2012/027 (EASA N. 10075149)	/
08	16 June 2021	Update maximum operating altitude and airspeeds in accordance with MOD2012/020 (EASA approval 10076658)	/
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)	/
10	21 March 2022	Updated to remove Note 3 i.a.w MOD2012/036 (EASA N. 10078833) and Added OSD information (§A.V)	/
11	05 December 2022	Amended to add new engine and propeller options as per MOD2012/023 (EASA approval N. 10080783)	/
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.	/
13	04 November 2024	Added CRI D-104 as per Design change MOD2012/028 (EASA approval N. 10085056) and typos error removal.	/

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