TYPE-CERTIFICATE
DATA SHEET

EASA.A.006

P2002

Type Certificate Holder
Costruzioni Aeronautiche TECNAM S.p.A.

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

For models: P2002-JF
P2002-JR

Issue 10: 20 December 2019
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SECTION A: P2002-JF

A.I. General

Data Sheet No.: EASA A.006

1. a) model: P2002-JF

2. Airworthiness Category: CS-VLA Normal Category

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

4. Manufacturer: Costruzioni Aeronautiche TECNAM S.p.A
   Via Salvo D’Acquisto, 62
   80042 Boscotrecase (Na)
   ITALIA

5. JAA Certification Application Date: 29 May 2002

6. JAA validation Date (JAA recommendation): 27 May 2004

7. EASA Type Certification Date: 27 May 2004

A.II. Certification Basis

1. Reference Date for determining the applicable requirements: 29 May 2002

2. (Reserved)

3. (Reserved)

4. Certification Basis: As defined in CRI A-01, latest Issue

5. Airworthiness Requirements: EASA CS-VLA dated 14/11/2003
   (Equivalent to JAR-VLA ed. 26/04/1990
   including amendments VLA/91/1 dated October 22nd, 1991 and VLA/92/1 dated January 1, 1992)

6. Requirements elected to comply: None

7. EASA Special Conditions: CRI A-03 (SC VLAVFR Night)

8. EASA Exemptions: None
9. EASA Equivalent Safety Findings: None

10. EASA Environmental Standards:
    Emission: N/A

A.III. Technical Characteristics and Operational Limitations

1. Type Design Definition: Doc. 2002/04 ed.1 rev.0 “Type design definition”

2. Description: Single engine, two-seat cantilever low wing airplane, aluminium and steel construction, fixed tricycle landing gear.

3. Equipment: Equipment list, AFM, Doc. 2002/28, Section 6

4. Dimensions:
   - Span: 8.6 m (28.2 ft)
   - Length: 6.6 m (21.7 ft)
   - Height: 2.4 m (7.9 ft)
   - Wing Area: 11.5 m² (123.8 ft²)

5. Engine/s (see Note1):
   - BRP-Rotax GmbH 912 S2
     Certification Basis: FAR 33 amendment 15 EASA Type Certificate No. EASA.E.121
   - Aeroplanes with modification n. MOD2002/127 applied:
     BRP-Rotax GmbH 912 S3
     Certification Basis: FAR 33 amendment 15 EASA Type Certificate No. EASA.E.121

5.1 Engine Limits:
   - Max rotational speed (5 min) 5800 r.p.m.
   - Max continuous rotational speed 5500 r.p.m (Engine shaft r.p.m)
   - Other engine’s limitations are listed in Doc. 2002/28 “Aircraft Flight Manual”

6. (Reserved)
7. Propeller/s:
   No.1 Hoffmann Propeller HO17GHM A 174 177C
   Two blades, fixed pitch, made of wood.
   LBA TCDS 32.110/1.
   Type Certificate No. SO/E 30 dated 10/12/1999
   Diameter : 1740 mm

   Aeroplanes with modification n. MOD2002/127 applied:
   No.1 Hoffmann Propeller
   HOV352F1/C170FQ+8
   Two blades, variable pitch, made of wood.
   LBA TCDS 32.130/88 dated 20/08/2003
   Diameter : 1780 mm

8. Fluids:
   8.1 Fuel:
   Min. RON 95
   EN 228 Premium
   EN228 Premium plus
   AVGAS 100LL (see Rotax Operators Manual)

8.2 Oil:
   Lubrificant specifications and grade are detailed in the “Rotax Operators Manual” and in its related documents

8.3 Coolant:
   Coolant specifications and detailed are detailed in the “Rotax Operators Manual” and in its related documents Section 2

9. Fluid capacities:
   9.1 Fuel:
   Total: 100 liters
   Usable: 99 liters

   9.2 Oil:
   Total: 3.0 liters
   Minimum: 2.0 liters

10. Air Speeds:
    Design Manoeuvring Speed $V_A$:
    96 KIAS
    Aeroplanes with modification n. MOD2002/29,
    or equivalent Service Bulletin n. SB010-CS, installed:
    98 KIAS
    Aeroplanes with modification n. MOD2002/87,
    or equivalent Service Bulletin n. SB0105-CS, installed:
    100 KIAS

    Flap Extended Speed $V_{FE}$:
    67 KIAS Full Flap
    97 KIAS Take Off
    Aeroplanes with modification n. MOD2002/29,
    or equivalent Service Bulletin n. SB010-CS, installed:
    68 KIAS Full Flap
    99 KIAS Take Off
    Aeroplanes with modification n. MOD2002/87,
or equivalent Service Bulletin n. SB0105-CS, installed: 69 KIAS Full Flap  
101 KIAS Take Off

Maximum structural cruising speed $V_{NO}$  
Aeroplanes with modification n. MOD2002/29,  
or equivalent Service Bulletin n. SB010-CS, installed: 110 KIAS  
Aeroplanes with modification n. MOD2002/87,  
or equivalent Service Bulletin n. SB0105-CS, installed: 112 KIAS  
Aeroplanes with modification n. MOD2002/87,  
or equivalent Service Bulletin n. SB0105-CS, installed: 114 KIAS

Never exceed speed $V_{NE}$:  
Aeroplanes with modification n. MOD2002/29,  
or equivalent Service Bulletin n. SB010-CS, installed: 138 KIAS  
Aeroplanes with modification n. MOD2002/87,  
or equivalent Service Bulletin n. SB0105-CS, installed: 141 KIAS  
Aeroplanes with modification n. MOD2002/87,  
or equivalent Service Bulletin n. SB0105-CS, installed: 142 KIAS

11. (Reserved)

12. All weather Capability: Day-VFR only  
Flight into expected or actual icing conditions is prohibited  
Night VFR is allowed if the SB 044-CS is applied.

13. Maximum Masses:  
Take-off 580 kg  
Zero Fuel 580 kg  
Landing 580 kg  
Aeroplanes with modification n. MOD2002/29,  
or equivalent Service Bulletin n. SB010-CS, installed:  
Take-off 600 kg  
Zero Fuel 600 kg  
Landing 600 kg  
Aeroplanes with modification n. MOD2002/87,  
or equivalent Service Bulletin n. SB0105-CS, installed:  
Take-off 620 kg  
Zero Fuel 620 kg  
Landing 620 kg

14. Centre of Gravity Range:  
Forward limit 1.693 m behind Datum  
Rear limit: 1.728 m behind Datum

15. Datum: Propeller support flange without spacer

16. (Reserved)

17. Levelling Means: Seat support trusses  
(see “P2002-JF Flight Manual” Sect.6 for the procedure)
18. Minimum Flight Crew: 1 (Pilot)

19. Maximum Passenger Seating Capacity: 1

20. (Reserved)

21. Baggage / Cargo Compartments

<table>
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<th>Max. allowable Load</th>
<th>20 kg</th>
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22. Wheels and Tyres

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<tbody>
<tr>
<td>Main Wheel Tyre Size</td>
<td>5.00-5</td>
</tr>
</tbody>
</table>

A.IV. Operating and Service Instructions

Airplane Maintenance Manual (AMM)
Service Information and Service Bulletins None

A.V. Notes

1) When engine with designation extended with suffix “-01” (e.g. Rotax 912 S2-01) is installed (as per MOD2001/157, EASA approval 10053863), the engine temperature measurement methods have been amended from CHT (cylinder head temperature) and CT (coolant temperature) to only CT (coolant temperature).
SECTION B: P2002-JR

B.I. General

1. a) model: P2002-JR

2. Airworthiness Category: CS-VLA Normal Category

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


5. JAA Certification Application Date: 29 May 2002

6. JAA validation Date (JAA recommendation): 27 May 2004

7. EASA Type Certification Date: 2 February 2007

B.II. Certification Basis

1. Reference Date for determining the applicable requirements: 16 December 2004

2. (Reserved)

3. (Reserved)

4. Certification Basis: As defined in CRI A-01, latest Issue

5. Airworthiness Requirements: EASA CS-VLA dated 14/11/2003

6. Requirements elected to comply: None

7. EASA Special Conditions: CRI A-03 (SC VLA VFR Night)

8. EASA Exemptions: None
9. EASA Equivalent Safety Findings: None

10. EASA Environmental Standards: Noise: CS-36 with reference to ICAO/Annex 16 Ed. 3 dated 1993, Volume I, Chapter 10 Emission: N/A

B.III. Technical Characteristics and Operational Limitations

1. Type Design Definition: Doc. 2002/82 ed.1 rev.0 “JR Type design definition”

2. Description: Single engine, two-seat cantilever low wing airplane, aluminium and steel construction, retractable tricycle landing gear.

3. Equipment: Equipment list, AFM, Doc. 2002/91, Section 6

4. Dimensions:
   - Span: 8.6 m (28.2 ft)
   - Length: 6.6 m (21.7 ft)
   - Height: 2.4 m (7.9 ft)
   - Wing Area: 11.5 m² (123.8 ft²)

5. Engine/s (note 1):
   - BRP-Rotax GmbH 912 S3 Certification Basis: FAR 33 amendment 15 EASA Type Certificate No. EASA.E.121
   - Max rotational speed (5 min) 5800 r.p.m.
   - Max continuous rotational speed 5500 r.p.m (Engine shaft r.p.m)
   - Other engine’s limitations are listed in Doc. 2002/91 “Aircraft Flight Manual”

6. (Reserved)

7. Propeller/s: No.1 Hoffmann Propeller HOV352F1/C170FQ+8 Two blades, variable pitch, made of wood. LBA TCDS 32.130/88 dated 20/08/2003 Diameter : 1780 mm

7.1 Settings
   - Low pitch setting: 13°
8. Fluids:

8.1 Fuel: Min. RON 95
EN 228 Premium
EN228 Premium plus
AVGAS 100LL (see Rotax Operators Manual)

8.2 Oil: Lubricant specifications and grade are detailed in the “Rotax Operators Manual” and in its related documents

8.3 Coolant: Coolant specifications and detailed are detailed in the “Rotax Operators Manual” and in its related documents Section 2

8. Fluid capacities:

9.1 Fuel: Total: 100 liters
Usable: 99 liters

9.2 Oil: Maximum: 3.0 liters
Minimum: 2.0 liters

10. Air Speeds:
Design Manoeuvring Speed $V_A$: 99 KIAS

Flap Extended Speed $V_{FE}$: 68 KIAS

Maximum landing gear operation speed $V_{LO}$ 68 KIAS

Maximum structural cruising speed $V_{NO}$ 113 KIAS

Never exceed speed $V_{NE}$: 144 KIAS

11. (Reserved)

12. All weather Capability: Day- VFR only
Flight into expected or actual icing conditions is prohibited
Night VFR is allowed if the SB 044-CS is applied.

13. Maximum Masses:
Take-off 600 kg
Zero Fuel 600 kg
Landing 600 kg
14. Centre of Gravity Range:
   Forward limit: 1.746 m behind Datum
   Rear limit: 1.801 m behind Datum

15. Datum: Propeller support flange without spacer

16. (Reserved)

18. Levelling Means:
   Seat support trusses
   (see “P2002-JR Flight Manual” Sect.6 for the procedure)

18. Minimum Flight Crew: 1 (Pilot)

19. Maximum Passenger Seating Capacity: 1

20. (Reserved)

21. Baggage / Cargo Compartments
   Max. allowable Load: 20 kg
   Location: 2.30 m aft the datum

22. Wheels and Tyres
   Nose Wheel Tyre Size: 4.00-5
   Main Wheel Tyre Size: 5.00-5

B.IV. Operating and Service Instructions


Airplane Maintenance Manual (AMM)
   (incl. Airworthiness Limitations) Document No. 2002/93

Service Information and Service Bulletins None

B.V. Notes

1) When engine with designation extended with suffix “-01” (e.g. Rotax 912 S2-01) is installed
   (as per MOD2001/157, EASA approval 10053863), the engine temperature measurement
   methods have been amended from CHT (cylinder head temperature) and CT (coolant
   temperature) to only CT (coolant temperature).
ADMINISTRATIVE SECTION

I  Acronyms  N/A

II  Type Certificate Holder Record

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<th>Period</th>
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<tr>
<td>Via Tasso, 478</td>
<td>November 2019</td>
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<tr>
<td>80127 Napoli, ITALIA</td>
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<td>Costruzioni Aeronautiche TECNAM SPA</td>
<td>Effective</td>
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<td>Via S. D'acquisto, 62</td>
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</tbody>
</table>

III  Change Record

Issue 1  Initial issue 27 May 2004
Issue 2  4 June 2004: Noise data added to A.V:
Noise Data Level determined according to JAR 36 ICAO/Annex 16 Ch. 10
is: 63.6 db
Issue 3  6 April 2006: Correction of rear limit of centre of gravity range from
1728mm to 1782mm (A.III Page 6).
Minor layout/editorial changes
Issue 4  Approval of P2002-JR variant
New standard for fuel type
Maximum oil level
New indication for coolant
Issue 5  Increase of MTOW for P2002-JF from 580kg to 600kg.
Different $V_{FE}$ for different flap configuration
Issue 6  VFR Night operations extension. SB 050-CS "P2002 VFR Night" prescribes the installations of the following modifications to allow night VFR operations:

- MOD2002/001 "Installazione Garmin GNS 430 e Audio Panel GMA 340" or equivalent MOD2002/027 "Installation GPS Garmin GNS 530 on P2002 series" or optionally MOD2002/027 "Installation of the Garmin SL30 VHF COMM/NAV" if the aircraft operates outside Italy
- MOD2002/039 "Installation Transponder Garmin GTX 328" or equivalent MOD2002/016 "Transponder Garmin GTX 330" or equivalent MOD2002/005 "Installazione Garmin GTX 327" or equivalent MOD2002/002 "Transponder Garmin GTX320 installation"
- MOD2002/041 "G500 Installation"
- MOD2002/080 "Installation of the Garmin SL40 VHF COMM"
- MOD2002/021 "ELT AK 450 installation"

Issue 7  29 November 2012
Increase of MTOW for P2002-JF from 580Kg to 620Kg.

Issue 8  7 June 2013: P2002JF Variable pitch propeller provision.

Issue 9  13 November 2019: Business name and address updated

Issue 10  20 December 2019: Updated Engine designation (field 5 in A.III and B.III); added note 1 in A.V and B.5; replaced “variant” with “model” in first page; replaced “type” with “model” in A.1 (1) and B.1 (1).