European Union Aviation Safety Agency

EASA
TYPE CERTIFICATE
DATA SHEET

EASA.A.059
P.180 - Series

Type Certificate Holder:

Piaggio Aviation SpA
Viale Generale Disegna 1
17038 – Villanova d’Albenga (SV)
– ITALY

For models: Avanti Avanti II

Issue 15, 07 February 2020
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A.I.  General

1.  a) Type  P.180
    b) Model  Avanti
    c) Variant  ---

2.  Airworthiness Category  Normal

3.  Type Certificate Holder:  Piaggio Aviation SpA
    Viale Generale Disegna 1
    17038 – Villanova d’Albenga (SV), ITALY

4.  Manufacturer:  Piaggio Aero Industries SpA
    Viale Generale Disegna, 1
    17038 Villanova d’Albenga (SV) - ITALY
    until 1998
    I.A.M. Rinaldo Piaggio S.p.A.
    ITALY

5.  Certification Application Date:  December 19th, 1983

6.  The ENAC Certification Date:  March 7\textsuperscript{th}, 1990

7.  The EASA Type Certificate replaces the ENAC Type Certificate No. A 390

A.II  Certification Basis

1.  Reference Date for determining the applicable requirements:  --

2.  (reserved)

3.  (reserved)

4.  Airworthiness Requirements:  RAI Regolamento Tecnico Part 223, including amendments 223-1 through 223-33, correspondent to FAR 23, effective February 1\textsuperscript{st} 1965, including amendments 23-1 through 23-33

JAR AWO Subpart 2, Change 2, dated August 1\textsuperscript{st} 1996

RVSM specific requirements included in the JAA Leaflet n. 6 rev.1 and in the FAA Interim Guidance Material 91 – RVSM, Ch. 1

For airplanes incorporating the optional Mod. n. 80-0642 or equivalent SB 80-0215: as above, except CS-23 requirements (first issue) applicable to the areas affected by the change (see CRI A-01 for mod 80-0642).
5. Requirements elected to comply:

Special Federal Aviation Regulations n. 27, effective 1st February 1974, including amendments 27-1 through 27-5.

FAR 23.2, amendment 36.

FAR 91 Appendix A dated August 18, 1989.

Applicable JAR 23 (first issue dated March 11, 1994) requirements for the following modifications

80-0228 "Vertical fin - aluminum alloy instead of composite"
80-0229 "Aluminum canard wing instead of composite"
80-0241 "Aluminum rudder and trim tab"

and for the relevant Service Bulletins:

80-0106 “Replacement of the Composite Forward Wing Assembly with the new metallic one”
80-0142 “Replacement of the Composite Material Tailcone/Vertical Fin Assembly, with the Metal Construction Assembly, in the event of not repairable damages”

14 CFR Part 36, effective 1st Dec. 1969, including amendments 36-1 through 36-16.


6. EASA Special Conditions

Special Conditions enclosed to the RAI paper n. 257.240/SCMA dated July 21, 1989 (Docket n. 031 CE, Special Conditions n. 23-ACE-29, and Special Condition FAA n. 23-ACE-52) which include the following Issue Papers:

<table>
<thead>
<tr>
<th>Issue Paper</th>
<th>Special Condition</th>
</tr>
</thead>
<tbody>
<tr>
<td>C-1 Composite Structures Fatigue/Damage Tolerance</td>
<td>23-ACE-29 No. 4</td>
</tr>
<tr>
<td>C-2 Full Scale Airload Verification</td>
<td>23-ACE-29 No. 5</td>
</tr>
<tr>
<td>C-3 Doors and Exits (Outward Opening)</td>
<td>23-ACE-29 No. 6</td>
</tr>
<tr>
<td>C-4 Lightning Protection of Composite Structure</td>
<td>23-ACE-29 No. 4</td>
</tr>
<tr>
<td>C-6 Forward and Main Wing Flap Interconnection</td>
<td>23-ACE-29 No. 7</td>
</tr>
<tr>
<td>C-7 Loads for P180 Configuration</td>
<td>23-ACE-29 No. 5</td>
</tr>
<tr>
<td>F-1 Buffet Onset Envelope</td>
<td>23-ACE-29 No. 1</td>
</tr>
<tr>
<td>F-2 Effect of Rain or Contamination on Laminar Flow Airfoils</td>
<td>23-ACE-29 No. 3</td>
</tr>
<tr>
<td>F-5 Inadvertent Excursion Beyond Maximum Operating Speed</td>
<td>23-ACE-29 No. 2</td>
</tr>
<tr>
<td>P-6 Propeller Ground Clearance</td>
<td>23-ACE-29 No. 8</td>
</tr>
<tr>
<td>P-7 Propeller marking</td>
<td>23-ACE-29 No. 9</td>
</tr>
<tr>
<td>P-8 Propeller Ice Protection and Exhaust Gas Impingement</td>
<td>23-ACE-29 No. 10</td>
</tr>
<tr>
<td>SE-4 Cockpit Smoke Evacuation</td>
<td>23-ACE-29 No. 11</td>
</tr>
<tr>
<td>SE-5 Protection for Systems from Lightning and High Energy Radio Frequency (HERF)</td>
<td>23-ACE-52 No. 2</td>
</tr>
</tbody>
</table>

7. EASA Exemptions:

None

8. EASA Equivalent Safety Findings:

23.1305(g) Fuel pressure indication
23.1545(b)(5) Marking of Air Speed Indicator for $V_{YSE}$
9. EASA Environmental Standards (see also TCDSN):

[Airplanes incorporating the optional Mod. n. 80-0642 or SB 80-0215: ICAO Annex 16, Ed. 1993, Amdt. 7, Vol. I, Chapter 10/EASA-CS 36 (see CRI A-01 mod 80-0642)]

10. EASA Operational Suitability Requirements.

CS-FCD - Certification Specifications for Operational Suitability Data (OSD) Flight Crew Data CS-FCD, Initial issue dated 31 Jan 2014;
JAR-MMEL/MEL - Master Minimum Equipment List/ Minimum Equipment List Section 1, Subpart A and B, Amdt. 1, dated 1 August 2005, as defined in CRI A-MMEL;

10.1 Special conditions for OSD:
none

10.2 Exemptions for OSD:
none

10.3 Deviations for OSD:
none

10.4 Equivalent Safety for OSD:
none.

A.III Technical Characteristics and Operational Limitations

1. Type Design Definition: P.180 Avanti – Type Design Configuration
Piaggio Doc. n. 180-CNF-0000-00045.

2. Description:

Piaggio P180 Avanti is a bi-turboprop business aircraft with a max seating capability of 11 people including crew.

Its peculiar characteristic are the three lifting surface design (forward wing, main wing, and horizontal stabilizer) and pusher props.

3. Equipment:

The list of approved equipment is shown in Piaggio document “P.180 Master Equipment List” Doc. n. 5306.

4. Dimensions:

Forward Wing Span 3356 mm (11.01 ft)
Main Wing Span 14,033 mm (46.04 ft)
Length 14,408 mm (47.27 ft)
Height 3980 mm (13.05 ft)
Total Wing Area 16.00 m² (172.212 ft²)

5. Engines: No. 2

Model: Pratt & Whitney of Canada PT6A-66 turboprop engines, each flat rated at 850 shp.
Right Engine 3037000 Build Spec. 676
Left Engine 3037000 Build Spec. 677

Type Certificate: EASA.IM.E.008
Airplanes incorporating the Mod. n. 80-0657 or SB 80-0231:

Model: Pratt & Whitney of Canada PT6A-66B turboprop engines, each flat rated at 850 shp. when installed on the aircraft.
Right Engine 3072196 Build Spec. 1223
Left Engine 3072196 Build Spec. 1224

Type Certificate: EASA.IM.E.008

5.1. Engine Limits

<table>
<thead>
<tr>
<th>Operating Conditions</th>
<th>Shaft (shp.)</th>
<th>N1 Gas Generator Speed (%)</th>
<th>Torque ft-lbs (kgm)</th>
<th>Prop. shaft speed (r.p.m.)</th>
<th>Maximum Permissible Interstage Temperature (°C)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Takeoff</td>
<td>850</td>
<td>104.1</td>
<td>2230 (308,3)</td>
<td>2000</td>
<td>830</td>
</tr>
<tr>
<td>Max. continuous</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Max. climb</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Max. cruise</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Normal Climb</td>
<td>850</td>
<td>104.1</td>
<td>2230 (308,3)</td>
<td>2000</td>
<td>820</td>
</tr>
<tr>
<td>Normal Cruise</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Starting Limits (5 sec.)</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>1000</td>
</tr>
<tr>
<td>Transient (20 sec.)</td>
<td>-</td>
<td>104.1</td>
<td>2750 (380,2)</td>
<td>2205</td>
<td>870</td>
</tr>
</tbody>
</table>

Oil Temperature
Starting - 40°C (min.)
Minimum Idle - 40°C ÷ 110°C
Transient 0°C ÷ 110°C
Max. continuous and max. reverse 0°C ÷ 110°C

Note: The above mentioned engine limits are applicable to both engine models PT6A-66 and PT6A-66B

6. Propellers:

No. 2
Model: Hartzell

Right: HC-E5N-3L or HC-E5N-3AL (hub) / LE 8218 (each blade)
Left: HC-E5N-3 or HC-E5N-3A (hub) / HE 8218 (each blade)

Type Certificate: The EASA Propeller/engine Type Certification standard includes that of FAA TC P20NE based on individual EU member state acceptance or certification of this standard prior to 28 September 2003.
6.1. Sense of Rotation

- Right propeller rotates Counterclockwise in view of flight direction
- Left propeller rotates Clockwise in view of flight direction

6.2. Diameter

- 2159 mm maximum, 2146 mm minimum

6.3. Pitch

- Nominal pitch angle at 0,761 m (30") station
  - Minimum on ground: 14° ± 0,5°
  - Minimum in flight: 18° ± 0,5°
  - Reverse (negative): -13° ± 0,5°
  - Feathered: 89° ± 0,5°

6.4. Propeller Limits

- No further reduction of the minimum diameter is allowed.
- Stabilized ground operations between 600 and 900 rpm are prohibited.
- Stabilized ground operations at or below 600 rpm are allowed only when the propeller is feathered.
- Stabilized ground operations between 1300 and 1600 rpm are prohibited.

7. Fluids

7.1 Fuel

JP4, JP8, JET A, JET A-1, JET B; RP-3 (No.3 Jet Fuel); RT and TS-1 (as per GOST 10227-86) conforming to the latest revision of Pratt & Whitney Service Bulletin No. 14004.

Fuel Anti-Ice Additive compliant with Specification MIL-I-27686 must be used with JET A, JET A1, JET B and RP-3 fuels.

7.2 Oil

Mobile Jet Oil II, AeroShell Turbine Oil 500 and Castrol 5000.

Refer also to the Limitations Section of the Pilot’s Operating Handbook and Airplane Flight Manual (latest revision).

8. Fluid Capacities

8.1 Fuel

- Total: 1500 lt (396.3 US Gal)
- Usable: 1486 lt (392.6 US Gal)

- or

- Total: 1597 lt (421.9 US Gal)
- Usable: 1583 lt (418.2 US Gal)

for Aeroplanes with modification n. 80-0257 “Wing Tank Extension” or SB 80-0123 embodied
8.2 Oil

Total: 25 lt (6.7 US Gal)
Usable quantity: 9.4 lt (2.5 US Gal),
Refer to Note 3 for non-drainable oil.

9. Air Speeds

<table>
<thead>
<tr>
<th>Speed</th>
<th>Condition</th>
<th>KIAS</th>
<th>Mach</th>
</tr>
</thead>
<tbody>
<tr>
<td>Maximum operating speed V&lt;sub&gt;MO&lt;/sub&gt;</td>
<td>up to 28.400 ft</td>
<td>260</td>
<td>--</td>
</tr>
<tr>
<td>V&lt;sub&gt;MO&lt;/sub&gt; at 5489 kg (12100 lbs.)</td>
<td>202</td>
<td>--</td>
<td>0.7</td>
</tr>
</tbody>
</table>

(for aeroplanes with modification n. 80-0407)

<table>
<thead>
<tr>
<th>Maneuvering speed V&lt;sub&gt;A&lt;/sub&gt;</th>
<th>at 5239 kg (11550 lbs.)</th>
<th>199</th>
<th>--, or</th>
</tr>
</thead>
<tbody>
<tr>
<td>V&lt;sub&gt;A&lt;/sub&gt; at 5489 kg (12100 lbs.)</td>
<td>202</td>
<td>--</td>
<td>0,7</td>
</tr>
</tbody>
</table>

(for aeroplanes with modification n. 80-0642, or equivalent Service Bulletin n. 80-0215 installed)

Max Flap Extended Speed

<table>
<thead>
<tr>
<th>Speed</th>
<th>Condition</th>
<th>KIAS</th>
<th>Mach</th>
</tr>
</thead>
<tbody>
<tr>
<td>V&lt;sub&gt;FE&lt;/sub&gt;</td>
<td>take-off configuration (T.O.) 180</td>
<td>--, or</td>
<td></td>
</tr>
<tr>
<td>V&lt;sub&gt;FE&lt;/sub&gt;</td>
<td>take-off configuration (T.O.) 183</td>
<td>--</td>
<td></td>
</tr>
</tbody>
</table>

(for aeroplanes with modification n. 80-0642, or equivalent Service Bulletin n. 80-0215 installed)

Max Flap Operating Speed

<table>
<thead>
<tr>
<th>Speed</th>
<th>Condition</th>
<th>KIAS</th>
<th>Mach</th>
</tr>
</thead>
<tbody>
<tr>
<td>V&lt;sub&gt;FO&lt;/sub&gt;</td>
<td>take-off configuration 170</td>
<td>--</td>
<td></td>
</tr>
</tbody>
</table>

Max Landing Gear Extended Speed

<table>
<thead>
<tr>
<th>Speed</th>
<th>Condition</th>
<th>KIAS</th>
<th>Mach</th>
</tr>
</thead>
<tbody>
<tr>
<td>V&lt;sub&gt;LO&lt;/sub&gt;</td>
<td>180</td>
<td>--, or</td>
<td></td>
</tr>
<tr>
<td>V&lt;sub&gt;LO&lt;/sub&gt;</td>
<td>181</td>
<td>--</td>
<td></td>
</tr>
</tbody>
</table>

(for aeroplanes with modification n. 80-0642, or equivalent Service Bulletin n. 80-0215 installed)

Max Landing Gear Extended Speed

<table>
<thead>
<tr>
<th>Speed</th>
<th>Condition</th>
<th>KIAS</th>
<th>Mach</th>
</tr>
</thead>
<tbody>
<tr>
<td>V&lt;sub&gt;LE&lt;/sub&gt;</td>
<td>185</td>
<td>--</td>
<td></td>
</tr>
</tbody>
</table>

Max Landing Light Operating / Extended Speed

<table>
<thead>
<tr>
<th>Speed</th>
<th>Condition</th>
<th>KIAS</th>
<th>Mach</th>
</tr>
</thead>
<tbody>
<tr>
<td>V&lt;sub&gt;LLO&lt;/sub&gt; / V&lt;sub&gt;LLE&lt;/sub&gt;</td>
<td>160</td>
<td>--</td>
<td></td>
</tr>
</tbody>
</table>

Minimum Control Speed

<table>
<thead>
<tr>
<th>Speed</th>
<th>Condition</th>
<th>KIAS</th>
<th>Mach</th>
</tr>
</thead>
<tbody>
<tr>
<td>V&lt;sub&gt;MC&lt;/sub&gt;</td>
<td>Propeller feathered 100</td>
<td>--</td>
<td></td>
</tr>
<tr>
<td>V&lt;sub&gt;MC&lt;/sub&gt;</td>
<td>Propeller windmilling 128</td>
<td>--</td>
<td></td>
</tr>
</tbody>
</table>

10. Maximum Operating Altitude: 12500 m / 41000 ft

11. All-weather Capability:
Airplanes with modification n. 80-0101 “Category II Kit” embodied may be authorised to perform Category 2 (Cat. II) operations according to the limitations included in the Supplement n. 26 of the Pilot’s Operating Handbook and Airplane Flight Manual.

12. Weights:

12.1 Maximum Weight for
   - Taxi and ramp: 5262 kg (11600 lbs.)
   - Take-off: 5239 kg (11550 lbs.)
   - Landing: 4965 kg (10945 lbs.), or
   - Taxi and ramp: 5511 kg (12150 lbs.)
   - Take-off: 5489 kg (12100 lbs.)
   - Landing: 5216 kg (11500 lbs.)

for aeroplanes with modification n. 80-0642, or equivalent Service Bulletin n. 80-0215 installed.

12.2 Zero Fuel Weight
   - at forward C.G. limit: 4309 kg (9500 lbs.)
   - at aft C.G. limit: 4218 kg (9300 lbs.)

Straight line variation between limits given:
   - 4445 kg (9800 lbs.) C.G. whereas (S.N. 1016 and up airplanes)

13. Centre of Gravity Range:
   - Landing gear extended C.G. range
     - From 5,273 m (207.6") to 5,435 m (214.0")
     - From 5,340 m (210.25") to 5,435 m (214.0")
     - Weight: 5262 kg (11600 lbs.), or
     - Weight: 5511 kg (12150 lbs.)

for aeroplanes with modification n. 80-0642, or equivalent Service Bulletin n. 80-0215 installed.

   - From 4,958 m (195.2") to 5,435 m (214.0")
   - From 4,927 m (194.0") to 5,410 m (213.0")
   - From 4,927 m (194.0") to 5,328 m (209.8")
   - Weight: 3967 kg (8745 lbs.)
   - Weight: 3856 kg (8500 lbs.)
   - Weight: 3493 kg (7700 lbs.) or less
   - Straight line variation between limits given.

   - Empty Weight C.G. Range: None

14. Datum
   - 6,000 m (236.22") forward of the rear pressure bulkhead centerline (at the intersection between the forward pressure bulkhead and the cockpit floor centerline).

15. Mean Aerodynamic Cord (MAC)
   - 1,270 m (50")

16. Leveling Means
   - Refer to the “P.180 Maintenance Manual” Piaggio Doc. n. 9066, Chapter 8, or to the applicable Pilot’s Operating Handbook and Airplane Flight Manual, Sec. 8.

17. Minimum Flight Crew
   - 1 (Pilot)
18. Maximum Passenger Seating Capacity

11

including flight crew at 1,250 m (49.2") station.

Refer to the POH/AFM for Passengers and flight crew loading instructions and approved configuration

19. Exits (No. and type)

2

one main door

one emergency exit

20. Baggage / Cargo Compartments

<table>
<thead>
<tr>
<th>Compartment</th>
<th>Weight</th>
<th>Station</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cabin compartment</td>
<td></td>
<td></td>
</tr>
<tr>
<td>on floor</td>
<td>23 kg (50 lbs.)</td>
<td>5,588 m (220&quot;)</td>
</tr>
<tr>
<td>on coat rod</td>
<td>18,1 kg (40 lbs.)</td>
<td>5,588 m (220&quot;)</td>
</tr>
<tr>
<td>Rear compartment</td>
<td>181,4 kg (400 lbs.)</td>
<td>7,569 m (298&quot;)</td>
</tr>
</tbody>
</table>

21. Wheels and Tires

For approved wheels types and tires types, rating, dimensions and ply rating, refer to applicable Pilot's Operating Handbook and Airplane Flight Manual

A.IV Operating and Servicing Instructions

1. Aircraft Flight Manual


4. Service Bulletins

Refer to Piaggio Report n. 9078

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.059 as per Commission Regulation (EU) 748/2012 as amended by Commission Regulation (EU) No 69/2014;

1 Master Minimum Equipment List

Piaggio Report ref No 180-RPT-0000-09700 Rev 00 dated 11 May 2017 „MMEL P180 Avanti MSN 1004 through 1104", or later approved revisions.

2 Flight Crew Data

The Flight Crew Data is defined in Piaggio Report ref 180 RPT-0000-10210 “P180 Avanti/Avanti II – EASA OSD Flight Crew” original Issue dated 24 February 2017, or later approved revisions.
3. **Cabin Crew Data**  
   Not applicable;

4. **SIM Data**  
   Not applicable;

5. **Maintenance Certifying Staff Data**  
   Not applicable;

### A.VI Notes

1. Customized Cabin Interior and Seating Configurations must be approved.

2. Applicable A/C Serial Number from MSN 1004 to 1104.

3. Requirements for the issue of the CoA
   - The minimum required equipment as prescribed in the applicable airworthiness regulations must be installed on the individual aircraft for certification.
   - Current weight and balance data, a list of equipment included in the certification empty weight and loading information when necessary must be provided for each aeroplane when the CoA will be issued.

   The certification empty weight and balance data shall include the unusable fuel and the total engine oil as follows:

<table>
<thead>
<tr>
<th>Quantity</th>
<th>Station</th>
</tr>
</thead>
<tbody>
<tr>
<td>Unusable fuel:</td>
<td>11.24 kg (24.8 lbs.) 6,319 m (248.8&quot;)</td>
</tr>
<tr>
<td>Undrainable fuel:</td>
<td>3.94 kg (8.7 lbs.) 6,304 m (248.2&quot;)</td>
</tr>
<tr>
<td>Undrainable oil:</td>
<td>2.2 kg (4.9 lbs.) 6,975 m (274.6&quot;)</td>
</tr>
<tr>
<td>Total oil quantity:</td>
<td>25 Kg (55 lbs.) 6,975 m (274.6&quot;)</td>
</tr>
</tbody>
</table>

   - Aeroplane Flight Manual is required

4. **Placards**  
   All required placards as listed in the approved Airplane Flight Manual must be installed in the appropriate locations.

5. **Continued Airworthiness**  
   Airworthiness Limitations and Service Life Limits of some equipment are contained in Chapter 4 (Airworthiness Limitations) and Chapter 5 (Maintenance Schedule and Time Limits) of the Piaggio Report n. 9066.

6. **Painting**  
   Changing the color and the thickness of the exterior paint (including registration numbers) for composite components is only permissible after prior approval of the Type Certificate Holder.
SECTION B:  P.180 Avanti II

B.I  General

1. a) Type  P.180
   b) Model  Avanti II
   c) Variant  ---

2. Airworthiness Category  Normal

3. Type Certificate Holder:  Piaggio Aviation SpA
   Viale Generale Disegna 1
   17038 – Villanova d’Albenga (SV) - ITALY

4. Manufacturer:  Piaggio Aero Industries SpA
   Viale Generale Disegna, 1
   17038 Villanova d’Albenga (SV) - ITALY

5. Certification Application Date:  October 16th 2003

6. The EASA Certification Date:  October 21st 2005

B.II  Certification Basis

1. Reference Date for determining the applicable requirements  October 16th 2003

2. (reserved)

3. (reserved)

4. Airworthiness Requirements  As per para A.II.4, except the requirements applicable to the areas affected by the PA-05 major change (see CRI A-01)

   Airplanes incorporating the optional Mod. n. 80-1270 or SB 80-0459:
   as above, with the addition of ADS-B Out Specific Requirements included in the CS-ACNS Initial Issue (17 December 2013), section 4 “1090 MHz Extended Squitter ADS-B”

   Airplanes incorporating the optional Mod. n. 80-0642 or SB 80-0215:
   as above, except the CS 23 requirements (first issue) applicable to the areas affected by the change (see CRI A-01 mod 80-0642).

5. Requirements elected to comply  As per para. A.II.5

6. Special Conditions  Special Condition RAI-NTO SE-5 [FAA 23-ACE-52 n°.2] “Protection for Systems from Lightning and High Energy Radio Frequency” is superseded, for this design change, by the new Special Condition originated by CRI F-01 (HIRF Protection) and by the conclusions of CRI F-02 (Protection from the Effects of Lightning Strike: Indirect Effects).
7. EASA Exemptions

None

8. Equivalent Level of Safety

<table>
<thead>
<tr>
<th>CRI B – 02</th>
<th>Equivalent Level of Safety</th>
<th>Airspeed Indicator Markings</th>
</tr>
</thead>
<tbody>
<tr>
<td>CRI F – 05</td>
<td>Equivalent Level of Safety</td>
<td>Powerplant Display Instruments</td>
</tr>
<tr>
<td>CRI F – 06</td>
<td>Equivalent Level of Safety</td>
<td>Use of Digital only Display for Engine Oil Pressure and Temperature, Fuel Quantity and Flow</td>
</tr>
</tbody>
</table>

9. EASA Environmental Standards

As per para. A.II.9

10. EASA Operational Suitability Requirements.

CS-FCD - Certification Specifications for Operational Suitability Data (OSD) Flight Crew Data CS-FCD, Initial issue dated 31 Jan 2014;


10.2 Special conditions for OSD
    none

10.2 Exemptions for OSD:
    none

10.3 Deviations for OSD:
    none

10.4 Equivalent Safety for OSD:
    none.

B.III Technical Characteristics and Operational Limitations

1. Type Design Definition:

"P.180 Avanti II – Type Design Configuration"
Piaggio Doc. n. 180-CNF-0000-00976.

"P.180 Avanti II List of approved type design changes"
Piaggio Doc. N. 180-CNF-0000-01165.

2. Description:

2.1. General

The General Description of the P.180 Avanti (provided in § A.III, 2 of Section A1) applies to P.180 Avanti II, except for the avionics suite.
2.2. Avionics

The standard avionics package is a Collins Pro Line 21 avionic suite, as it has been configured for the P180.

2.3. Commercial Designations / Modification Packages

**P.180 Avanti EVO** is the informal, commercial designation used to identify P.180 Avanti II, MSN 3001 and up, fitted at delivery with the major modifications listed below:
- Winglet, DMT 80-1121
- Community Noise Reduction, DMT 80-1117, that cannot be installed separately (DMT 80-1117 installed means that DMT 80-1121 is installed too).

This designation is not recognized as a separate model at EASA level.

3. Equipment:

The list of approved equipment is shown in Piaggio document “P.180 Avanti II List of approved type design changes” Piaggio Doc. N. 180-CNF-0000-01165 at the latest revision.

4. Dimensions:

<table>
<thead>
<tr>
<th>Dimension</th>
<th>Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>Forward Wing Span</td>
<td>3356 mm</td>
</tr>
<tr>
<td>Main Wing Span</td>
<td>14 033 mm</td>
</tr>
<tr>
<td>Length</td>
<td>14 408 mm</td>
</tr>
<tr>
<td>Height</td>
<td>3980 mm</td>
</tr>
<tr>
<td>Total Wing Area</td>
<td>16,00 m²</td>
</tr>
</tbody>
</table>

5. Engines:

<table>
<thead>
<tr>
<th>No.</th>
<th>Model</th>
<th>Type Certificate</th>
<th>Airplanes incorporating the Mod. n. 80-0657 or SB 80-0231:</th>
</tr>
</thead>
<tbody>
<tr>
<td>2</td>
<td>Pratt &amp; Whitney of Canada PT6A-66 turboprop engines, each flat rated at 850 shp.</td>
<td>EASA.IM.E.008</td>
<td>Model: Pratt &amp; Whitney of Canada PT6A-66B turboprop engines, each flat rated at 850 shp. when installed on the aircraft.</td>
</tr>
<tr>
<td></td>
<td>Right Engine 3037000 Build Spec. 676</td>
<td></td>
<td>Right Engine 3072196 Build Spec. 1223</td>
</tr>
<tr>
<td></td>
<td>Left Engine 3037000 Build Spec. 677</td>
<td></td>
<td>Left Engine 3072196 Build Spec. 1224</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Type Certificate: EASA.IM.E.008</td>
</tr>
</tbody>
</table>

Airplanes incorporating the Mod. n. 80-1117:

| Model: Pratt & Whitney of Canada PT6A-66B turboprop engines, each flat rated at 850 shp. when installed on the aircraft. | Right Engine 3072196 Build Spec. 1243 |
| Left Engine 3072196 Build Spec. 1244 |
| Type Certificate: EASA.IM.E.008 |
5.1. Engine Limits

<table>
<thead>
<tr>
<th>Operating Conditions</th>
<th>Shaft (shp.)</th>
<th>N1 Gas Generator Speed (%)</th>
<th>Torque ft-lbs (kgm)</th>
<th>Prop. shaft speed (r.p.m.)</th>
<th>Maximum Permissible Interstage Temperature (°C)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Takeoff</td>
<td>850</td>
<td>104.1</td>
<td>2230 (308.3)</td>
<td>2000</td>
<td>830</td>
</tr>
<tr>
<td>Max. continuous</td>
<td></td>
<td></td>
<td>2480 [*] (342.9)</td>
<td>1800 [*]</td>
<td></td>
</tr>
<tr>
<td>Max. climb</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Max. cruise</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Normal Climb</td>
<td>850</td>
<td>104.1</td>
<td>2230 (308.3)</td>
<td>2000</td>
<td>820</td>
</tr>
<tr>
<td>Normal Cruise</td>
<td></td>
<td></td>
<td>2480 [*] (342.9)</td>
<td>1800 [*]</td>
<td></td>
</tr>
<tr>
<td>Starting Limits (5 sec.)</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>1000</td>
</tr>
<tr>
<td>Transient (20 sec.)</td>
<td>-</td>
<td>104.1</td>
<td>2750 (380.2)</td>
<td>2205</td>
<td>870</td>
</tr>
</tbody>
</table>

[*] for airplanes incorporating the Mod. n. 80-1117

Oil Temperature

- Starting: - 40°C (min.)
- Minimum Idle: - 40°C ÷ 110°C
- Transient: 0°C ÷ 110°C
- Max. continuous and max. reverse: 0°C ÷ 110°C

Note: The above mentioned engine limits are applicable to both engine models: PT6A-66 and PT6A-66B.

6. Propellers:

6.1. For P180 MSN 1002 and P180 Avanti II, Modification 80-1117 “Community Noise Reduction” not incorporated

No. 2
Model Hartzell
Right: HC-E5N-3L or HC-E5N-3AL (hub) / LE 8218 (each blade)
Left: HC-E5N-3 or HC-E5N-3A (hub) / HE 8218 (each blade)

Type Certificate: EASA.(IM).P.125
Number of blades: 5

6.1.1. Sense of rotation
Right propeller rotates Counterclockwise in view of flight direction
Left propeller rotates Clockwise in view of flight direction
6.1.2. Diameter  
2159 mm maximum, 2146 mm minimum

6.1.3. Pitch
Nominal pitch angle at 0,761 m (30") station
- Minimum on ground: 14° ± 0,5°
- Minimum in flight: 18° ± 0,5°
- Reverse (negative): -13° ± 0,5°
- Feathered: 89° ± 0,5°

6.1.4. Propeller Limits
- No further reduction of the minimum diameter is allowed.
- Stabilized ground operations between 600 and 900 rpm are prohibited.
- Stabilized ground operations at or below 600 rpm are allowed only when the propeller is feathered.
- Stabilized ground operations between 1300 and 1600 rpm are prohibited.

6.2. For P.180 MSN 1002 and P.180 Avanti II, Modification 80-1117 “Community Noise Reduction” incorporated (“P.180 Avanti EVO”)

<table>
<thead>
<tr>
<th>No.</th>
<th>2</th>
</tr>
</thead>
<tbody>
<tr>
<td>Model:</td>
<td>Hartzell</td>
</tr>
<tr>
<td>Right: HC-E5N-3L or HC-E5N-3AL (hub) / LE 8492 (each blade)</td>
<td></td>
</tr>
<tr>
<td>Left: HC-E5N-3 or HC-E5N-3A (hub) / HE 8492 (each blade)</td>
<td></td>
</tr>
<tr>
<td>Type Certificate:</td>
<td>EASA.(IM).P.125</td>
</tr>
<tr>
<td>Number of blades:</td>
<td>5</td>
</tr>
</tbody>
</table>

6.2.1. Sense of rotation
Right propeller rotates Counterclockwise in view of flight direction  Left propeller rotates Clockwise in view of flight direction

6.2.2. Diameter  
2197 mm maximum, 2184 mm minimum

6.2.3. Pitch
Nominal pitch angle at 0,761 m (30") station
- Minimum on ground: 14° ± 0,5°
- Minimum in flight: 19° ± 0,5°
- Reverse (negative): -8° ± 0,5°
- Feathered: 87.6° ± 0,5°

6.2.4. Propeller Limits
- No further reduction of the minimum diameter is allowed.
- Stabilized ground operations between 600 and 900 rpm are prohibited.
- Stabilized ground operations at or below 600 rpm are allowed only when the propeller is feathered.
- Stabilized ground operations between 1250 and 1550 rpm are prohibited.
7. Fluids

7.1. Fuel

JP4, JP8, JET A, JET A-1, JET B; RP-3 (No.3 Jet Fuel); RT and TS-1 (as per GOST 10227-86) conforming to the latest revision of Pratt & Whitney Service Bulletin No. 14004.

Fuel Anti-ice Additive compliant with Specification MIL-I-27686 must be used with JET A, JET A1, JET B and RP-3 fuels.

7.2. Oil

Mobile Jet Oil II, AeroShell Turbine Oil 500 and Castrol 5000.

Refer also to the Limitations Section of the Pilot’s Operating Handbook and Airplane Flight Manual (latest revision).

8. Fluid capacities

8.1. Fuel

<table>
<thead>
<tr>
<th></th>
<th>Total</th>
<th>Usable</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fuel</td>
<td>1597 l (421.9 US Gal)</td>
<td>1583 l (418.2 US Gal), or</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th></th>
<th>TOTAL</th>
<th>UsABLE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fuel</td>
<td>1816 l (479.7 US Gal)</td>
<td>1802 l (476.0 US Gal)</td>
</tr>
</tbody>
</table>

for aeroplanes with modification n. 80-1091 “P.180 Extended Range” or S.B. 80-0424 embodied

8.2. Oil

<table>
<thead>
<tr>
<th></th>
<th>TOTAL</th>
<th>UsABLE</th>
</tr>
</thead>
</table>
| Oil      | 25 l (6.7 US Gal) | 9,4 l (2.5 US Gal) | Refer to Note 3 for non-drainable oil.

9. Air Speeds

<table>
<thead>
<tr>
<th>Speed</th>
<th>Condition</th>
<th>KIAS</th>
<th>Mach</th>
</tr>
</thead>
<tbody>
<tr>
<td>Maximum operating speed</td>
<td>$V_{MO}$ up to 28 400 ft</td>
<td>260</td>
<td>--</td>
</tr>
<tr>
<td></td>
<td>$M_{MO}$ above 28 400 ft</td>
<td>--</td>
<td>0.7</td>
</tr>
<tr>
<td>Maneuvering speed</td>
<td>$V_A$ at 5239 kg (11550 lbs.)</td>
<td>199</td>
<td>--, or</td>
</tr>
<tr>
<td></td>
<td>$V_A$ at 5489 kg (12100 lbs.)</td>
<td>202</td>
<td>--</td>
</tr>
<tr>
<td>(for aeroplanes with modification n. 80-0642, or equivalent Service Bulletin n. 80-0215 installed)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Max Flap Extended Speed</td>
<td>$V_{FE}$</td>
<td>175</td>
<td>--, or</td>
</tr>
<tr>
<td></td>
<td>$V_{FE}$</td>
<td>177</td>
<td>--</td>
</tr>
<tr>
<td>(for aeroplanes with modification n. 80-0642, or equivalent Service Bulletin n. 80-0215 installed)</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
### Speed

<table>
<thead>
<tr>
<th>Speed</th>
<th>Condition</th>
<th>KIAS</th>
<th>Mach (contd)</th>
</tr>
</thead>
<tbody>
<tr>
<td>$V_{FE}$</td>
<td>take-off configuration (T.O.)</td>
<td>180</td>
<td>--, or</td>
</tr>
<tr>
<td>$V_{FE}$</td>
<td>take-off configuration (T.O.)</td>
<td>183</td>
<td>--</td>
</tr>
<tr>
<td>(for aeroplanes with modification n. 80-0642, or equivalent Service Bulletin n. 80-0215 installed)</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Max Flap Operating Speed**
- $V_{FO}$
  - take-off configuration
  - 150 --

**Max Landing Gear Operating Speed**
- $V_{LO}$
  - 180 --, or
  - 181 --
  (for aeroplanes with modification n. 80-0642, or equivalent Service Bulletin n. 80-0215 installed)

**Max Landing Gear Extended Speed**
- $V_{LE}$
  - 185 --

**Max Landing Light Operating / Extended Speed**
- $V_{LLO}$ / $V_{LLE}$
  - 160 --

**Minimum Control Speed**
- $V_{MC}$
  - Propeller feathered
    - 100 --
  - Propeller windmilling
    - 128 --

10. **Maximum Operating Altitude**

12500 m / 41000 ft

11. **All-weather Capability**

The airplanes are authorised to perform Category 2 (Cat. II) operations according to the limitations included in the applicable Airplane Flight Manual.

12. **Maximum Weight**

12.1 **Maximum Weight for**
- Taxi and ramp
  - 5262 kg (11600 lbs.)
- Take-off
  - 5239 kg (11550 lbs.)
- Landing
  - 4965 kg (10945 lbs.), or
  - 5511 kg (12150 lbs.)
- Take-off
  - 5489 kg (12100 lbs.)
- Landing
  - 5216 kg (11500 lbs.)
  (for aeroplanes with modification n. 80-0642, or equivalent Service Bulletin n. 80-0215 installed)
12.2 Zero Fuel 4445 kg (9800 lb)

13. Centre of Gravity Range
For Landing Gear Extended

<table>
<thead>
<tr>
<th>From</th>
<th>To</th>
<th>Weight</th>
</tr>
</thead>
<tbody>
<tr>
<td>5,273 m (207.6&quot;)</td>
<td>5,435 m (214.0&quot;)</td>
<td>5262 kg (11600 lbs.), or</td>
</tr>
<tr>
<td>5,340 m (210.25&quot;)</td>
<td>5,435 m (214.0&quot;)</td>
<td>5511 kg (12150 lbs.)</td>
</tr>
</tbody>
</table>

for aeroplanes with modification n. 80-0642, or equivalent Service Bulletin n. 80-0215 installed

4,958 m (195.2") 5,435 m (214.0") 3967 kg (8745 lbs.)
4,927 m (194.0") 5,410 m (213.0") 3856 kg (8500 lbs.)
4,927 m (194.0") 5,328 m (209.8") 3493 kg (7700 lbs.) or less

Straight line variation between limits given

Empty Weight C.G. Range none

14. Datum
6,000 m (236.22") forward of the rear pressure bulkhead centerline (at the intersection between the forward pressure bulkhead and the cockpit floor centerline).

15. Mean Aerodynamic Chord (MAC) 1,270 m (50")

16. Leveling Means
Refer to the “P.180 Avanti II Maintenance Manual” or to the applicable Pilot’s Operating Handbook and Airplane Flight Manual.

17. Minimum Flight Crew 1 (Pilot)

18. Maximum Passenger Seating Capacity 11
including Flight Crew at 1,250 m (49.2") station
Refer to the “P.180 Avanti II Weight and Balance Manual” for Passengers and flight crew loading instructions and approved configuration

19. Exits (No. and type) 2
one main door
one emergency exit

20. Baggage / Cargo Compartments

<table>
<thead>
<tr>
<th>Compartments</th>
<th>Weight</th>
<th>Station</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cabin compartment</td>
<td>on floor</td>
<td>23 kg (50 lbs.)</td>
</tr>
<tr>
<td></td>
<td>on coat rod</td>
<td>18,1 kg (40 lbs.)</td>
</tr>
<tr>
<td>Rear compartment</td>
<td></td>
<td>181,4 kg (400 lbs.)</td>
</tr>
</tbody>
</table>
21. Wheels and Tires
For approved wheels types and tire types, rating, dimensions and ply rating, refer to applicable Pilot's Operating Handbook and Airplane Flight Manual

B.IV Operating and Servicing Instructions

1. Aircraft Flight Manual

   For P.180 MSN 1002 and P.180 Avanti II, Modification 80-1117 “Community Noise Reduction” not incorporated
   Airworthiness Limitations are contained in P.180 Avanti II Chapter 4 (Airworthiness Limitations)
   - Report n. 180-MAN-0200-01109

   For P.180 MSN 1002 and P.180 Avanti II, Modification n. 80-1117 “Community Noise Reduction” incorporated (“P.180 Avanti EVO”)
   Airworthiness Limitations are contained in P.180 Avanti II Chapter 4 (Airworthiness Limitations)
   - Report n. 180-MAN-0200-01109(E)


4. Service Bulletins
   Refer to Piaggio Report n. 9078
B.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.059 as per Commission Regulation (EU) 748/2012 as amended by Commission Regulation (EU) No 69/2014;

1. **Master Minimum Equipment List**
   Piaggio Report ref No 180-RPT-0000-01203 Rev 01 dated 03 Dec 2014 „MMEL P180 Avanti II MSN 1105 and up including P180 Avanti „EVO“ MSN 3001 and up“, or later approved revisions.

2. **Flight Crew Data**
   The Flight Crew Data is defined in Piaggio Report ref 180 RPT-0000-10210 “P180 Avanti/Avanti II – EASA OSD Flight Crew” original Issue dated 24 February 2017, or later approved revisions.

3. **Cabin Crew Data**
   Not applicable;

4. **SIM Data**
   Not applicable;

5. **Maintenance Certifying Staff Data**
   Not applicable;

**B.VI  Notes**

1. Customized Cabin Interior and Seating Configurations must be approved

2. Applicable A/C serial numbers: MSN 1002 and from MSN 1105 and up.

3. Requirements for the issue of the CoA
   * The minimum required equipment as prescribed in the applicable airworthiness regulations must be installed on the individual aircraft for certification.
   * Current weight and balance data, a list of equipment included in the certification empty weight and loading information when necessary must be provided for each aeroplane when the CoA will be issued.

   * The certification empty weight and balance data shall include the unusable fuel and the total engine oil as follows

<table>
<thead>
<tr>
<th></th>
<th>Quantity</th>
<th>Station</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Unusable fuel:</strong></td>
<td>11.24 kg (24.8 lbs.)</td>
<td>6,319 m (248.8&quot;)</td>
</tr>
<tr>
<td><strong>Undrainable fuel:</strong></td>
<td>3.94 kg (8.7 lbs.)</td>
<td>6,304 m (248.2&quot;)</td>
</tr>
<tr>
<td><strong>for aeroplanes with modification n. 80-1091 “P.180 Extended Range” or S.B. 80-0424 embodied</strong></td>
<td>7 kg (15.4 lbs.)</td>
<td>6,012 m (236.7&quot;)</td>
</tr>
<tr>
<td><strong>Undrainable oil:</strong></td>
<td>2.2 kg (4.9 lbs.)</td>
<td>6,975 m (274.6&quot;)</td>
</tr>
<tr>
<td><strong>Total oil quantity:</strong></td>
<td>25 Kg (55 lbs.)</td>
<td>6,975 m (274.6&quot;)</td>
</tr>
</tbody>
</table>

* Aeroplane Flight Manual is required
4. Placards
All required placards as listed in the approved Airplane Flight Manual must be installed in the appropriate locations.

5. Painting
Changing the color and the thickness of the exterior paint (including registration numbers) for composite components is only permissible after prior approval of the Type Certificate Holder.

6. P.180 Avanti EVO

**P.180 Avanti EVO** is the informal, commercial designation used to identify P.180 Avanti II, MSN 3001 and up, fitted at delivery with the major modifications listed below:
- Winglet, DMT 80-1121
- Community Noise Reduction, DMT 80-1117

That cannot be installed separately (DMT 80-1117 installed means that DMT 80-1121 is installed too).

This designation is not recognized as a separate model at EASA level.

**ADMINISTRATIVE SECTION**

**I Acronyms**

None

**II Type Certificate Holder Record**

Until 1998
I.A.M. Rinaldo Piaggio S.p.A.

Until April 2018
Piaggio Aero Industries SpA
Viale Castro Pretorio 116 – 00185 ROMA – ITALY
Headquarter:
Viale Generale Disegna, 1
17038 Villanova d’Albenga (SV) – ITALY

From 17 April 2018
Piaggio Aviation SpA
Viale Generale Disegna 1 – 17038 Villanova d’Albenga (SV) – ITALY

**Contracted DOA Holder supporting TC Since 17 April 2018**
Piaggio Aero Industries SpA
Viale Castro Pretorio 116 – 00185 ROMA - ITALY
Headquarter:
Viale Generale Disegna, 1
17038 Villanova d’Albenga (SV) – ITALY

**From 19 September 2018 DOA Responsibility transfer to**
Piaggio Aviation SpA
Viale Generale Disegna 1 – 17038 Villanova d’Albenga (SV)
## Change Record

<table>
<thead>
<tr>
<th>Issue</th>
<th>Date</th>
<th>Changes</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>21-Oct-2005</td>
<td>- Initial EASA issue replacing ENAC / RAI TCDS</td>
</tr>
<tr>
<td>2</td>
<td>10-Jan-2006</td>
<td>- Addition of optional Mod 80-0642 or SB 80-0215</td>
</tr>
<tr>
<td>3</td>
<td>23-Mar-2007</td>
<td>- Addition of Mod. 80-0657 (P.EASA.A.C.03574)</td>
</tr>
<tr>
<td>4</td>
<td>19-Feb-2010</td>
<td>- Editorial changes and corrections</td>
</tr>
<tr>
<td>5</td>
<td>20-Apr-2010</td>
<td>- Editorial corrections to engine built specifications</td>
</tr>
<tr>
<td>6</td>
<td>18-Feb-2011</td>
<td>- RP-3 fuel type added</td>
</tr>
<tr>
<td></td>
<td></td>
<td>- list of fuel types corrected</td>
</tr>
<tr>
<td></td>
<td></td>
<td>- error in sense of rotation of propeller corrected</td>
</tr>
<tr>
<td>7</td>
<td>11-Oct-2012</td>
<td>- Russian fuels TS-1 and RT added</td>
</tr>
<tr>
<td>8</td>
<td>03-Jun-2014</td>
<td>- all pages: TCDS reformatted</td>
</tr>
<tr>
<td></td>
<td></td>
<td>- all pages: minor editorial changes</td>
</tr>
<tr>
<td></td>
<td></td>
<td>- page 16, item 8.1 new fuel tank capacity and undrainable fuel capacity values added for aeroplanes with Mod. 80-1091 “Extended Range” installed</td>
</tr>
<tr>
<td></td>
<td></td>
<td>- page 20, item 3 new fuel tank capacity and undrainable fuel capacity values added for aeroplanes with Mod. 80-1091 “Extended Range” installed</td>
</tr>
<tr>
<td>9</td>
<td>28-Nov-2014</td>
<td>- page 1: Issue date revised, &quot;Issue 9, 28-Nov-2014&quot; added</td>
</tr>
<tr>
<td></td>
<td></td>
<td>- page 13: Item B.III, 1. corrected for “P.180 Avanti II”</td>
</tr>
<tr>
<td></td>
<td></td>
<td>- page 13: Item B.III, 2.3. added</td>
</tr>
<tr>
<td></td>
<td></td>
<td>- page 14: Item B.III, 5. Engine Information for Mod n. 80-1117 added</td>
</tr>
<tr>
<td></td>
<td></td>
<td>- page 15: Item B.III, 5.1. Engine Information for Mod n. 80-1117 added</td>
</tr>
<tr>
<td></td>
<td></td>
<td>- page 16: Item B.III, 6.1. applicability added and for 6.1.1. to 6.1.4. numbering adapted</td>
</tr>
<tr>
<td></td>
<td></td>
<td>- page 20: Item B.IV, 2. information for Mod n. 80-1117 added</td>
</tr>
<tr>
<td></td>
<td></td>
<td>- page 21: Item B.V, Note 6 added</td>
</tr>
<tr>
<td>10</td>
<td>23-May-2017</td>
<td>- page 3: Item A.I, Manufacturer address updated</td>
</tr>
<tr>
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<td>- page 5: Item A.III, Operational Suitability Data (OSD) requirements added</td>
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<td>- page 9: Item A.III (19.) Doors “Type” definition corrected as “type”</td>
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<td>- page 10: Item A.V, Operational Suitability Data (OSD) added</td>
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<td>- page 11: Item A.VI notes section re-numbered</td>
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<td>- Page 1 TC holder name changed</td>
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<td>- Page 12 TC holder name changed</td>
<td>- Page 22 TC holder name changed, and contracted DOA provider name added.</td>
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<td>13 19 September 2018</td>
<td>- Page 22 DOA record amended to ref 21J.685 Piaggio Aviation SpA.</td>
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<td>14 19 September 2019</td>
<td>- Page 23 DOA record amended to ref 21J.220, Piaggio Aero Industries SpA</td>
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<td>- Page 8 Item A.III 9. Modification number corrected (was 80-0642, is 80-0407. Copy/paste error introduced at previous revision)</td>
<td>Item B.III 2.3. clarification on configuration of EVO airplanes</td>
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<td>- Page 14 Item B.III 9. Table title re-positioned</td>
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<td>- Various pages Acronyms aligned for nomenclature (i.e. “shp.”, “lbs.”, “MSN”)</td>
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